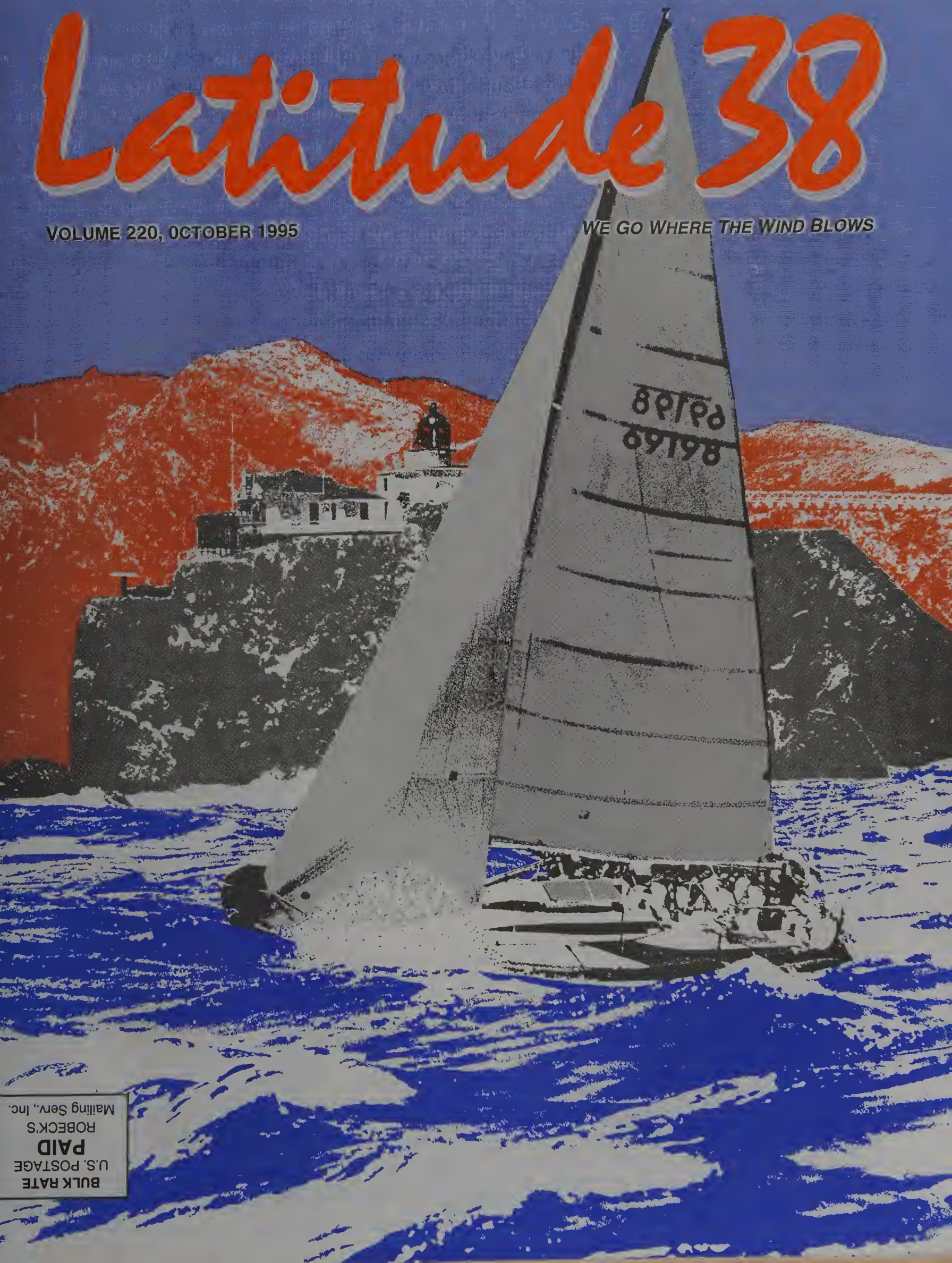


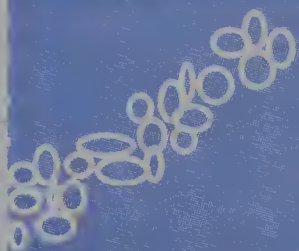
Latitude 38

VOLUME 220, OCTOBER 1995

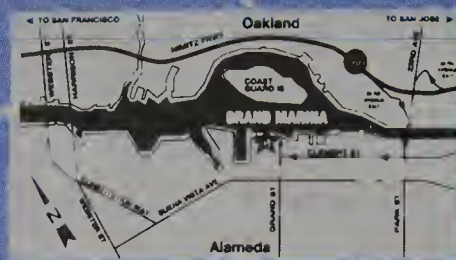
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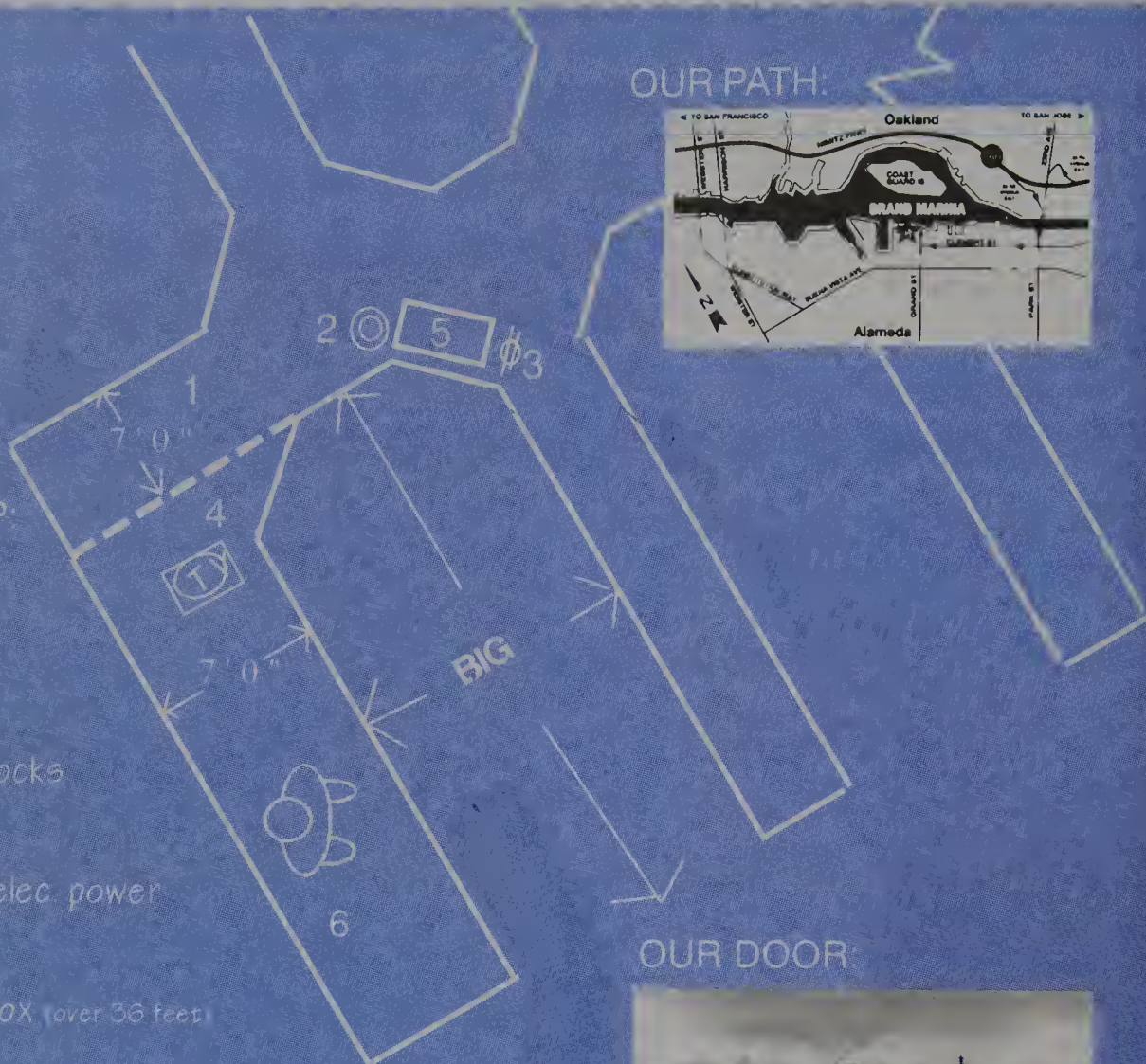


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Grand Marina welcomes new tenants Pacific Yacht Imports and H.F. Radio On Board.



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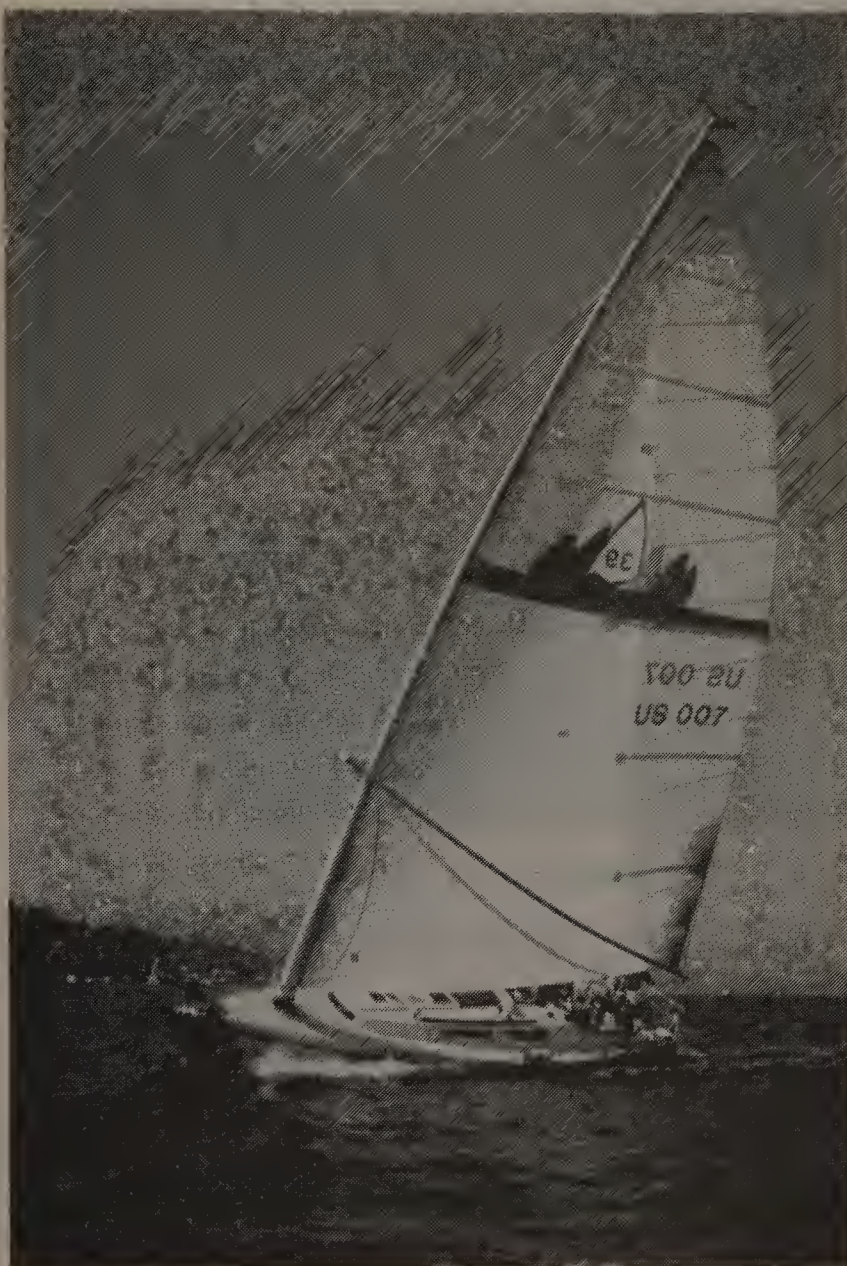
Categorically - The Best

Sabra, Michael Katz' cat-rigged Wylie 39, is a familiar sight around San Francisco Bay. Because *Sabra's* mainsail is not just the *main* sail but her entire sail inventory, weekends and weekdays, on his days off and after work, Michael simply pulls off the sail cover, tugs on the halyard and he's sailing.

Pineapple Sails designed and built *Sabra's* mainsail with versatility and longevity in mind -- a mainsail that has been proven fast and durable.

This past summer, in addition to hours and hours of pleasant cruising, *Sabra* won her division in Encinal Yacht Club's Santa Barbara Race, her crew of four looking happy and rested as they docked at the Santa Barbara Yacht Club. And *Sabra* won her division in the "Gracie and George," a popular double-handed race skippered exclusively by women. Sandra Bushmaker, who owns a Pineapple powered catboat of her own, was "Gracie" to Michael's "George."

You'll soon be seeing *Sabra's* new main sailing around the Bay -- and Michael with a Cheshire Cat grin!



**Sabra*

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Westbound Past Point Bonita

Graphic Design: Colleen
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Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to Latitude 38, P.O. Box 1678, Sausalito, CA 94966. For more specific information, request writers' guidelines from the above address.

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27'	SUN YACHT, diesel, wheel	13,000
27'	ISLAND PACKET, 1988	55,000
30'	FARALLON great cruiser, 1976	32,500
30'	CATALINA, radar, loaded, 1979	22,900
30'	OLSON 911, 1989	39,900
31'	ISLAND PACKET, 1986	69,000
32'	ERICSON, 1985	47,500
33'	APHRODITE 101, Danish, 1979	25,500
34'	HUNTER, 1983	45,000
35'	ISLAND PACKET, 1989	129,000
36'	CS 36, 1984	70,000
40'	ISLAND PACKET, 1995	CALL
41'	MORGAN O/I KETCH, 1978	74,500
41'	C&C, 1984	99,500
42'	CATALINA, 1991	124,900
43'	SLOCUM, 1984, loaded cruise vet	159,000
45'	HANS CHRISTIAN KETCH, 1976	150,000

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35'	BENETEAU FIRST 35s5, 1990	74,900
38'	BENETEAU 38s5, 1994	134,000
40'	BENETEAU 400, 1994	169,000
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45'	BENETEAU FIRST 45f5, 1991	199,000



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38'	SABRE 38, 1991	189,000
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45 • 40 • 37 • 32 • 29

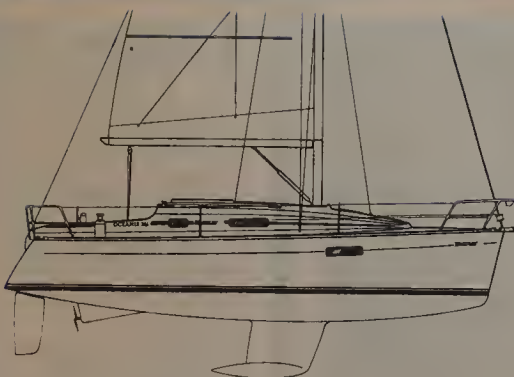


ISLAND PACKET 40

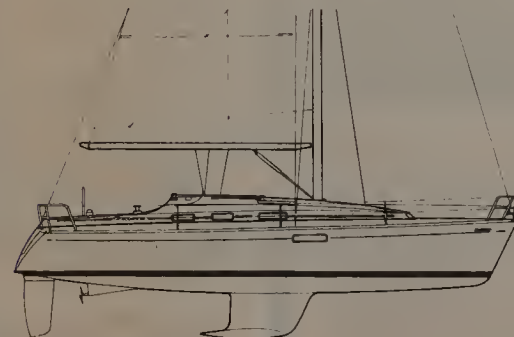


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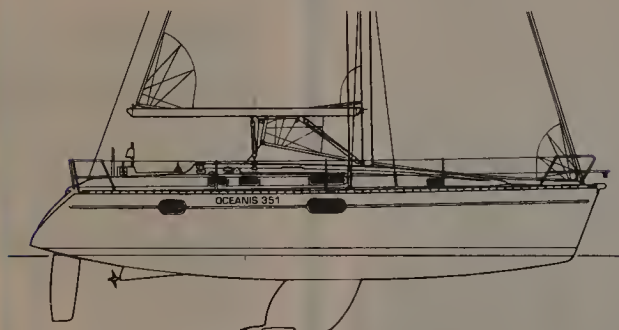
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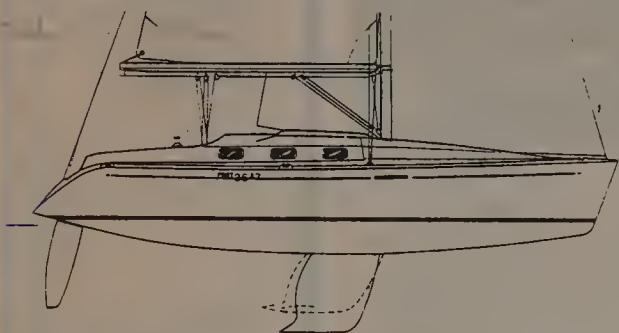
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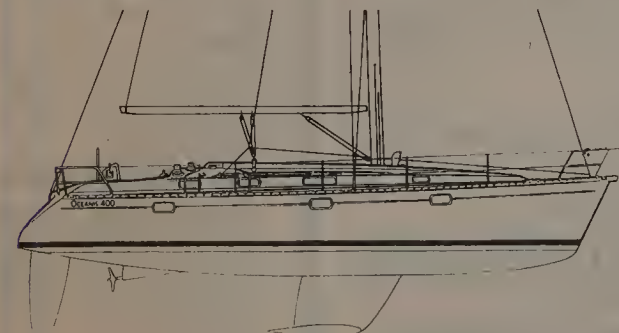
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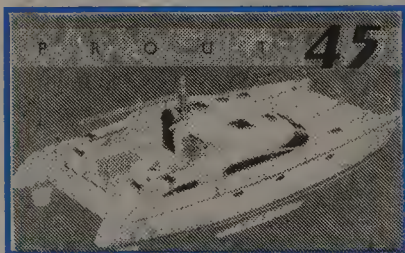
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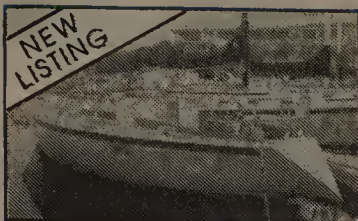
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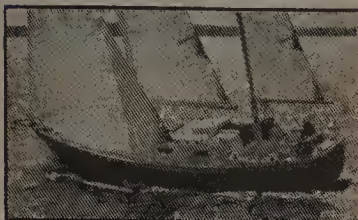
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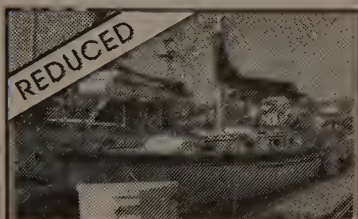
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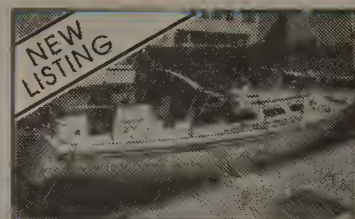
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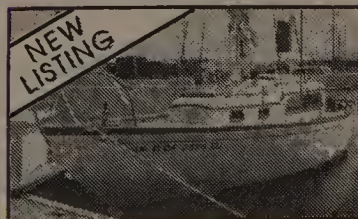
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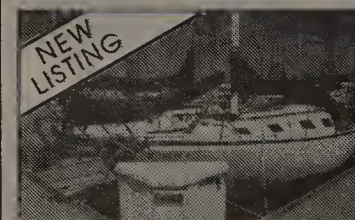
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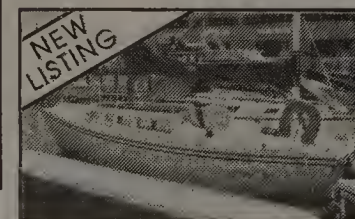


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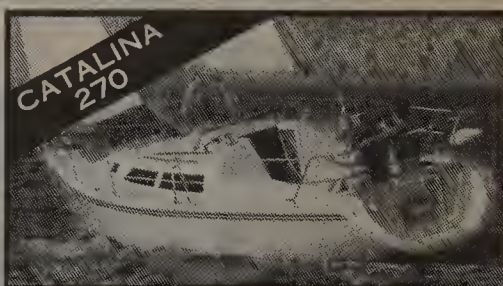
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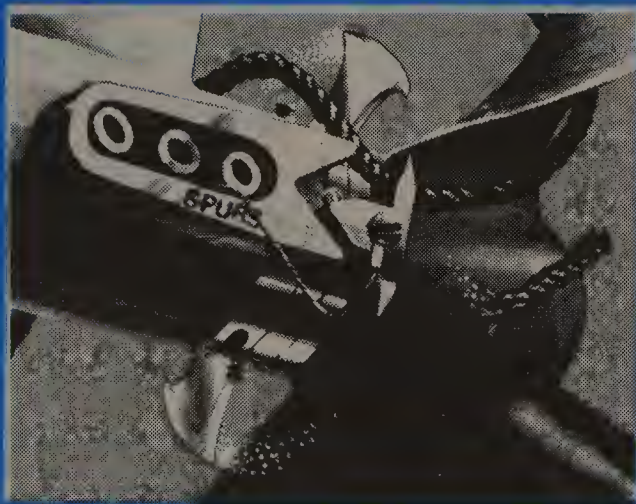
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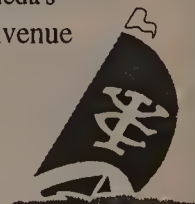
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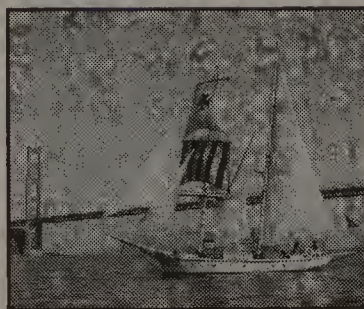
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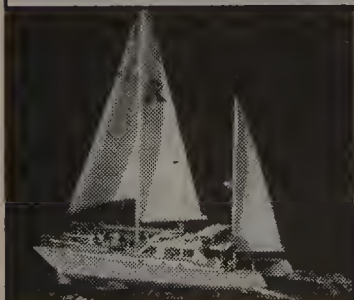
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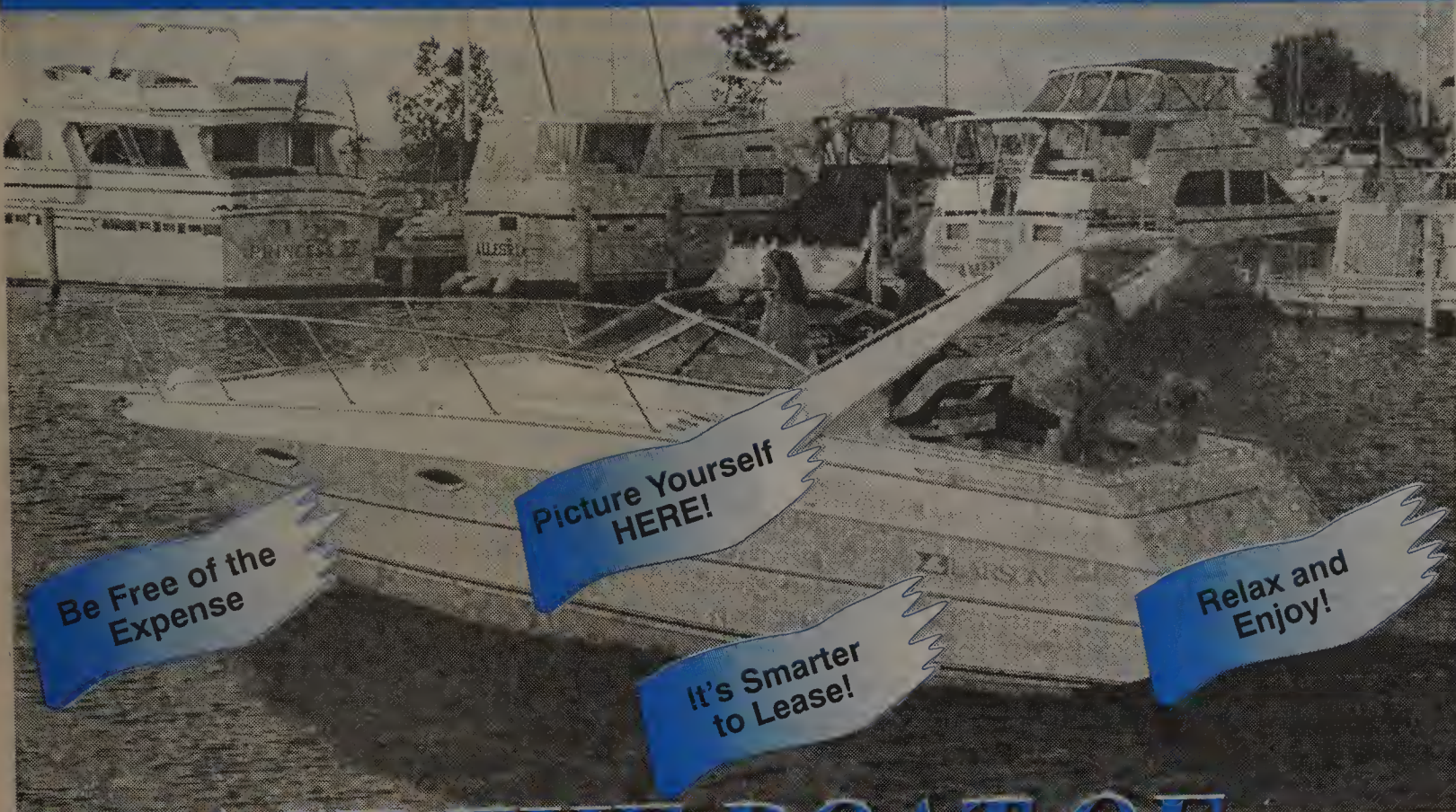
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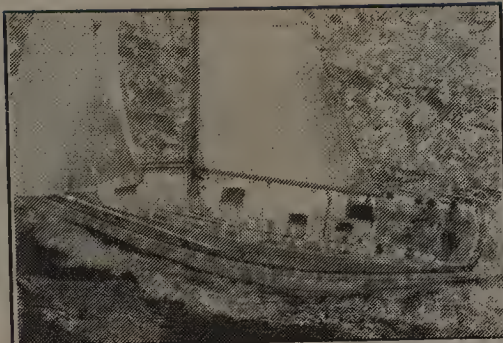
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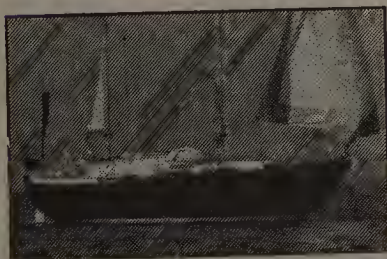
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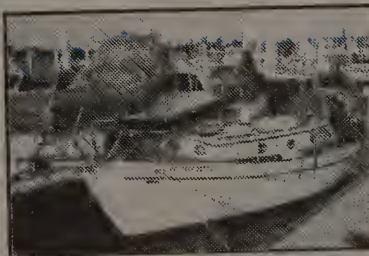
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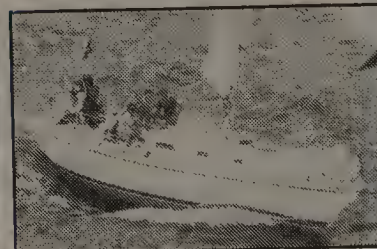
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44' HARDIN KETCH, '78 125,000
44' NORSEMAN 447 219,000
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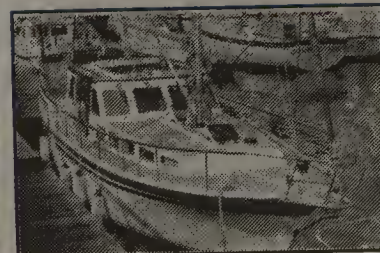
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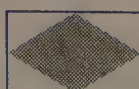
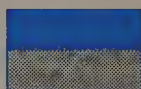
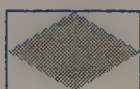


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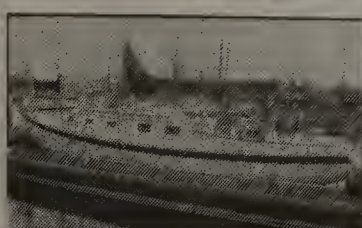
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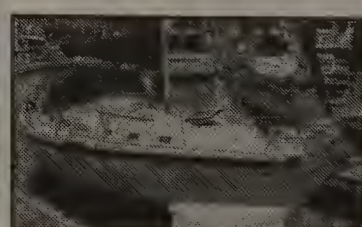
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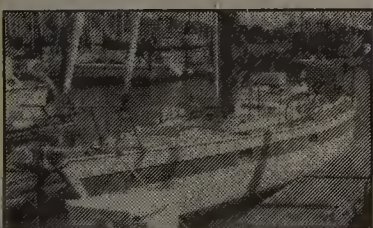
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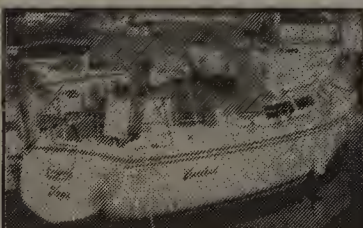
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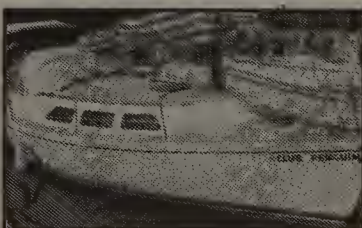
1984 NORSEMAN 447

Rare aft-cockpit, just back from cruising. Loaded, ready. \$220,000.



1987 CATALINA 34'

Pristine - a gem! Refer, CNG, dodger/sun shade. Ask \$56,000.



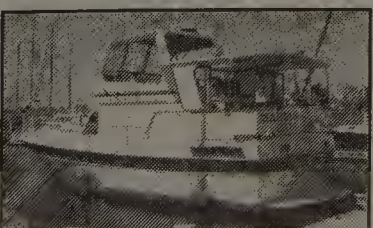
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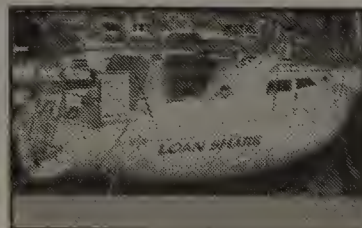
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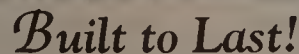
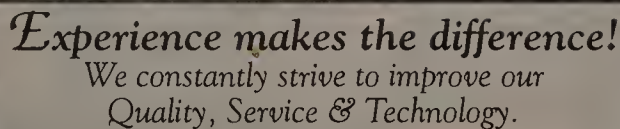
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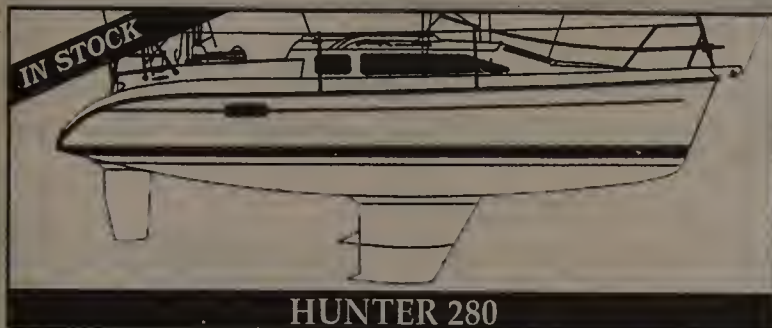
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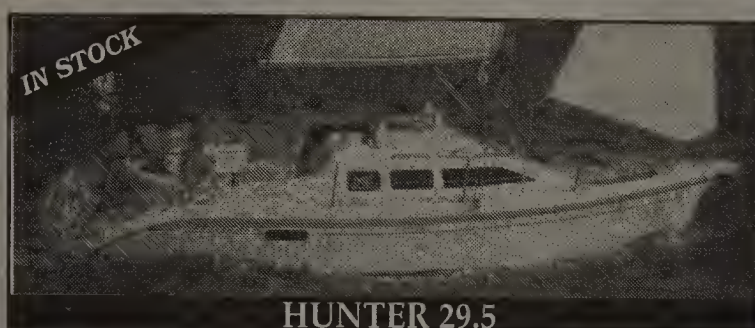
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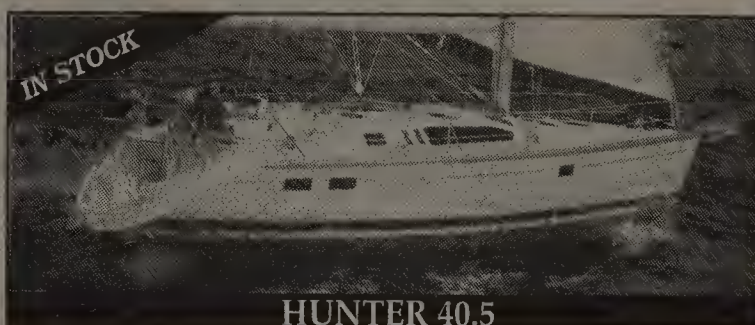
HUNTER 280



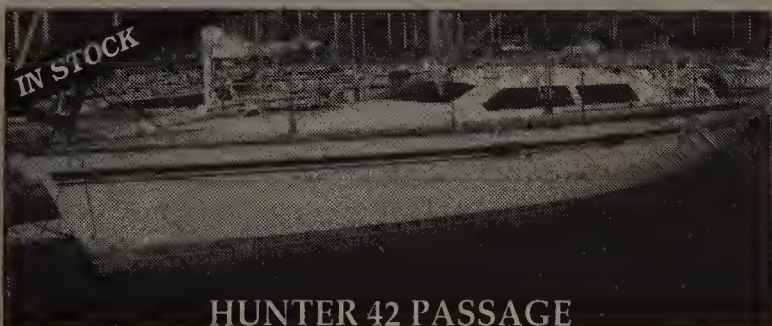
HUNTER 29.5



HUNTER 336



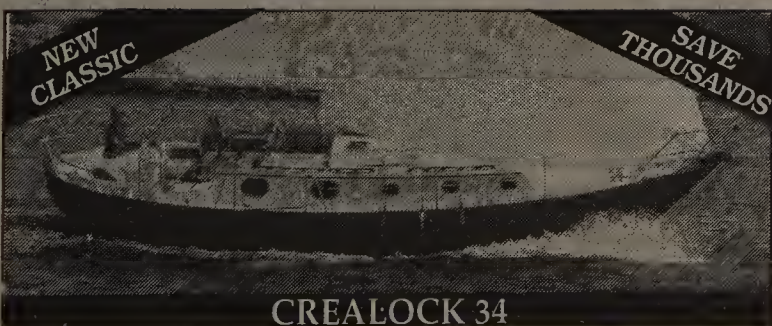
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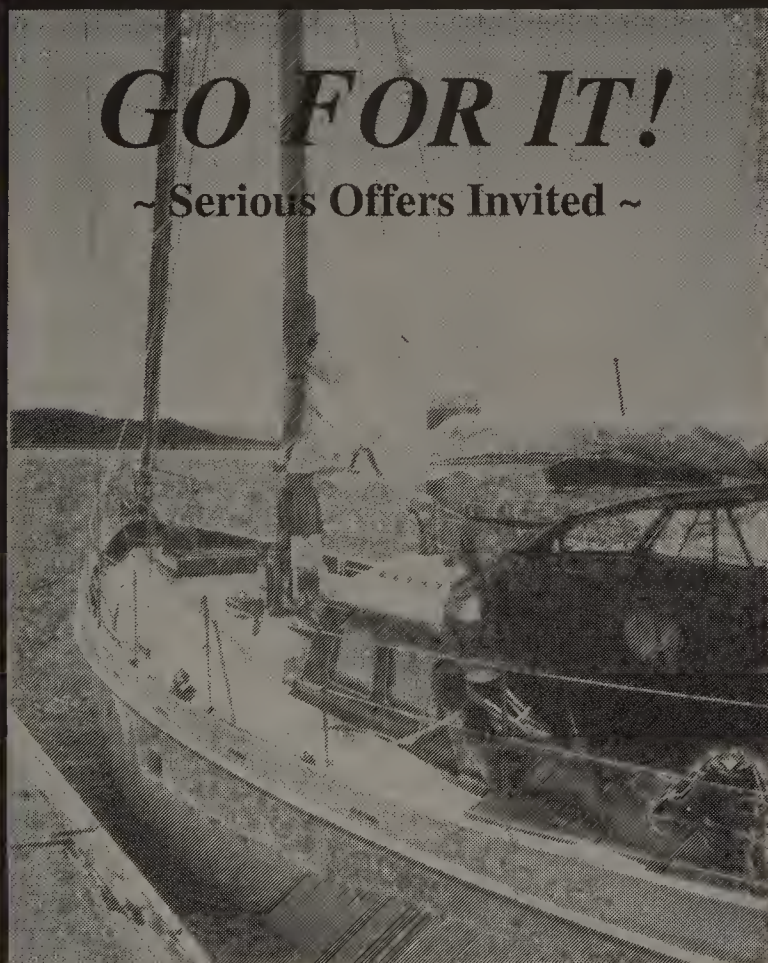


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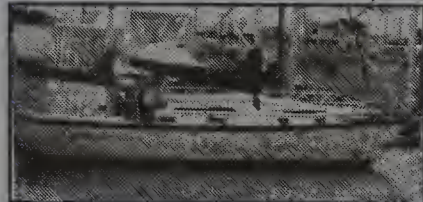
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32' Beneteau	76,900
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38' Baltic	2 starting at 114,000
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41' Cheoy Lee	83,000
42' Baltic	2 starting at 159,000
45' Custom S & S	119,000
52' Tayana	329,000

35' J/105, 1992 (sistership) \$96,000



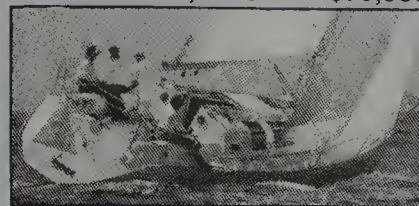
PEARSON 365, 1980 \$59,500



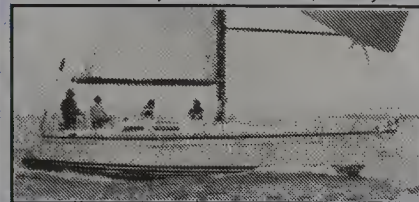
41' CHEOY LEE \$83,000



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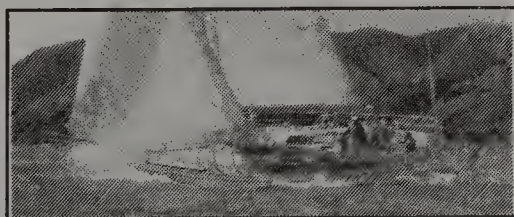
SAN FRANCISCO



sistership photo

SWAN 43 Medea (1987)

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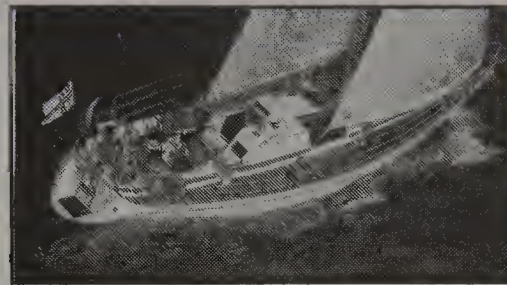
sistership photo

SWAN 44 Bandit (1975)

Bandit has received excellent care and maintenance. Her teak decks show light wear and all teak plugs are intact. Without a doubt Bandit's condition is a fine example and perfect testimonial to Swan's reputation. Strongly built and a joy to sail, the Swan 44 is considered a "classic." This yacht has received numerous upgrades. All important winches have been replaced with self-tailing winches. The blocks have been upgraded to Harken Offshore roller bearing blocks. The addition of the furling system allows the yacht to be easily handled by a short crew. Bandit represents a unique opportunity to purchase a yacht that does not require restoration. \$124,000.

Northern California's Authorized Swan Agent

Model	Year	Price
40	1970	79,000
43	1972	89,000
44	1973	99,500
46	1985	375,000
46	1987	420,000
47	1977	200,000
57	1980	360,000
59	1985	695,000
65	1984	895,000



sistership photo

Swan 36 Pellas (1989)

Great value, late model 36. This Frers design has excellent performance with ease of handling. Low engine hours, windlass, Brooks & Gatehouse instruments, Reckmann roller furling, Navtec hydraulics, dodger, bimini, awning, and 11' dinghy are just part of the many fine features of this boat. Factory hull warranty for one year. Don't miss this opportunity at \$170,000.



SWAN 59 Perseverance (1985)

This Frers design has a spacious interior layout featuring a centerline queen berth and stall shower in the private owner's stateroom. Her generator, air-conditioning and deck layout including electric winches, make her the perfect cruising Swan. Nautor's robust construction and her full keel make her an ideal offshore yacht. Offered for sale by her original owner and competitively priced at \$695,000.

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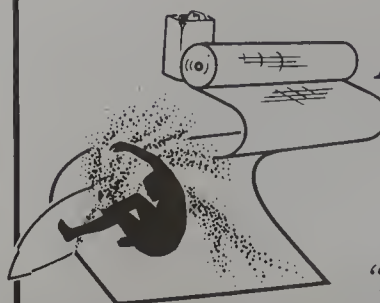
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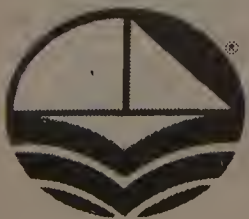
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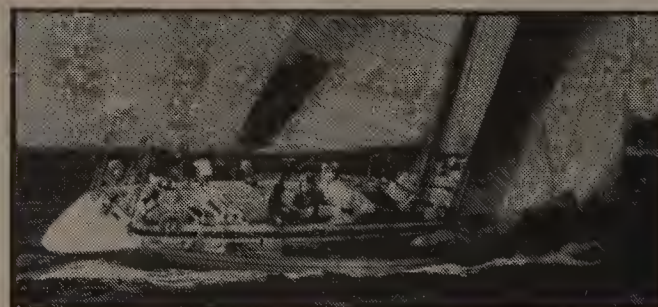
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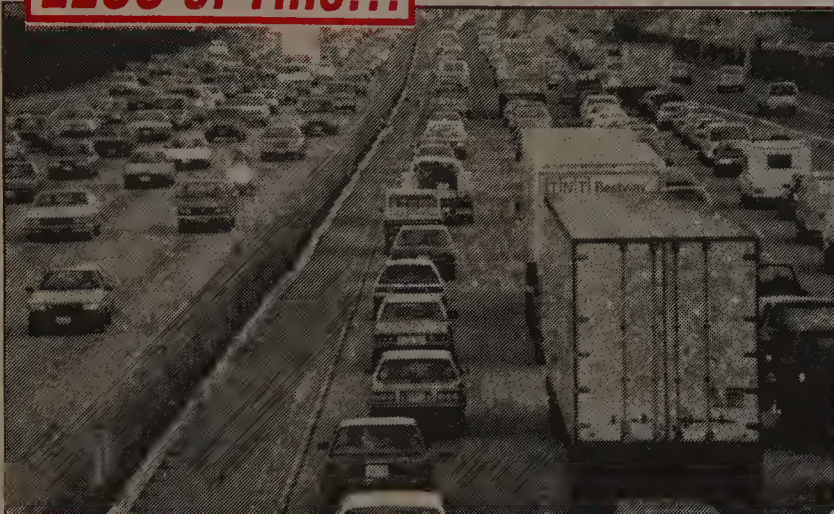
POINT RICHMOND



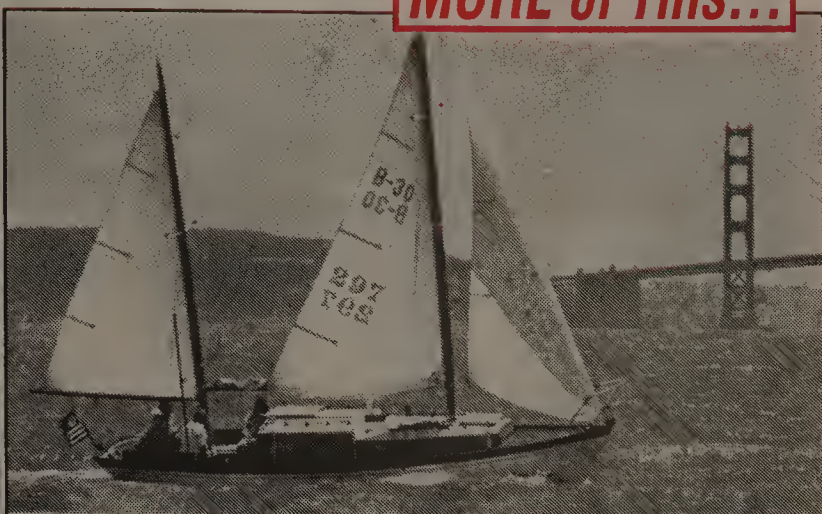
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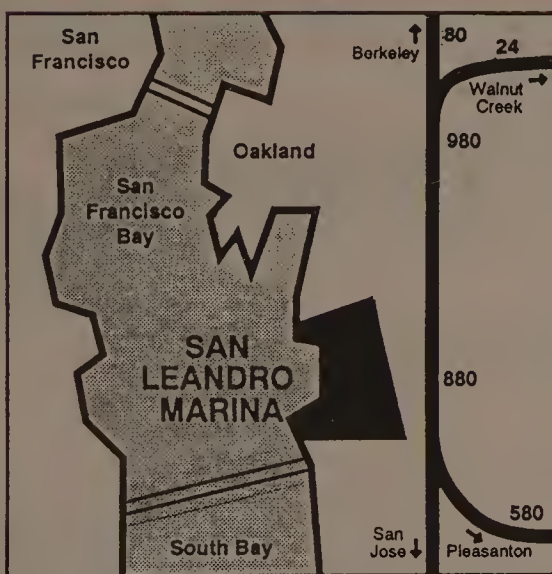


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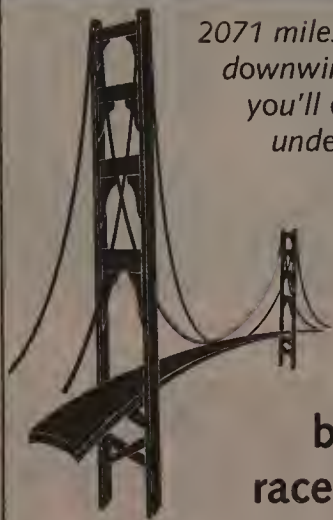
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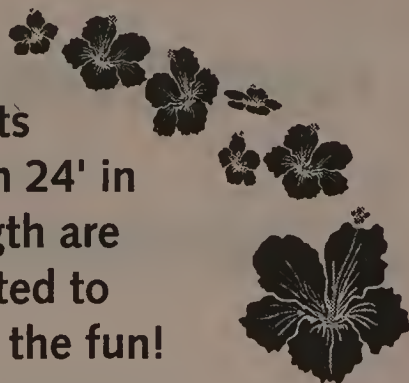


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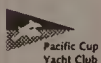
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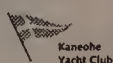


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CALENDAR

Nonrace

Oct. 3 — "Boatyard Practices" (or "Is This Bill For Real?") Popular boatyard owner Svend Svendsen, one of the straight shooters in the industry, will tell it like it is. Oakland YC; 7 p.m.; absolutely free. Frank Grona, (510) 233-5153.

Oct. 4 — *Latitude 38* Mexico Crew List Party. Hang out with the beautiful people between 6-9 p.m. at the Encinal YC. \$5 at the door if your name isn't on the Crew List. See the *Crew List* article for details, or call us at 383-8200, any extension.

Oct. 6-10 — Fleet Week, including the awe-inspiring Blue Angels Air Show on both Saturday and Sunday. See *Sightings* for full schedule. Doug McKechnie, (510) 339-3684.

Oct. 7 — Marine Flea Market at Downtown Marina (Redwood City); 7 a.m. to 2 p.m.; Dick Sattler, 361-9591.

Oct. 7 — Sausalito West Marine Flea Market, back by popular demand! 50 seller spots available at \$10 a pop; always free for buyers; 8 a.m. to 2 p.m.; Bobbi, 332-0202.

Oct. 7 — "Winterizing Your Boat," a free seminar sponsored by Peninsula YC (Redwood City) and Pacific Marine Supply; 1:30 to 3 p.m. at PYC; Joel Williams, 361-9591.

Oct. 7-8 — Seventh Annual Wooden Boat Festival, sponsored by the Bay View Boat Club and the Mariposa/Hunters Point Yacht Club. Besides the classic boats on display, activities include a marine flea market, a *concours d'elegance*, rowing races, dinghy races, tons of food, live music, children's events and more. Hours are 8:30 a.m. to 11 p.m. on Saturday; 9 a.m. to noon on Sunday. Peter or Corinne Snider, 255-7635.

Oct. 7-8 — Corinthian YC Sailing Seminar #1, covering basic sailing skills. Seminars continue on November 4-5 and 17-18, and on throughout the winter. Kay Rudiger, 381-4758.

Oct. 8 — Full moon!

Oct. 11 — SSS TransPac Seminar #1 (subject TBA). Oakland YC; 7 p.m.; free and open to all sailors. Shama Kota, 332-5073.

Oct. 12 — "Chartering in the Windward Islands," a free slide show by Rich and Barbara Gere at Stockdale Marine, 7:30 p.m. Details, (916) 332-0775.

Oct. 13-15 — American Windsurfing Industry Association Conference and Trade Show at Fort Mason. This is the annual 'who's who' of stand-up sailing. Scott See, 800-963-7873.

Oct. 15 — Classic Yacht Association's powerboat show (sorry, no sailboats) at Corinthian YC, 10 a.m. to 3 p.m. Free and open to the public. CYC, 435-4771.

Oct. 16, 1882 — Wreck of the month: *Bremen*, an iron-hulled Scottish-built steamship that was converted to a sailing vessel, came to grief on the northwest side of South Farallon Island. Dubbed "floating coffin" after her previous trip to San Francisco (13 of her crew, all black seamen, died of scurvy), the ship had already acquired a nasty reputation for mutiny, sickness and starvation. But her second trip from Liverpool to San Francisco was the fatal one: 118 days out from England, carrying a cargo of coal, *Bremen* slammed into the rockpile in heavy fog. The boat was abandoned with no loss of life.

Mysteriously, no fog horn was ever heard from the South Farallon Light Station before the accident. Afterwards, *Bremen's* captain leapt onto the island with the intention, we suppose, of giving the lightkeeper a piece of his mind (if not a knuckle sandwich). The following report of that encounter appeared in the *San Francisco Call*: "It was at this moment that the attendant of the fog signal apparatus was about to blow a warning. . . Just as the man was about to sound the fog signal, the captain of the wrecked ship appeared on a huge rock in front of the station, frightening the keeper almost to death. 'You needn't blow that thing now,' shouted the almost exhausted captain. 'It's all over with the *Bremen*!'"

Oct. 17 — "Spinnaker Trim"; a discourse by Kame Richard Berkeley YC; 8 p.m.; free! Chris Jackson, (510) 528-0172.

Oct. 17 — Cruising Seminar: "Sail Construction and Sail Shape" at Sutter Sails; 7-10 p.m.; free refreshments! Details, 332-2510.

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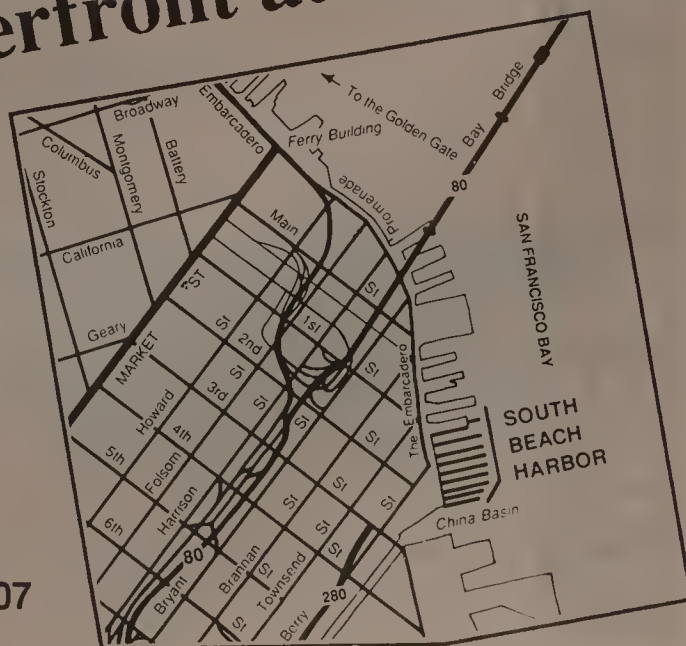
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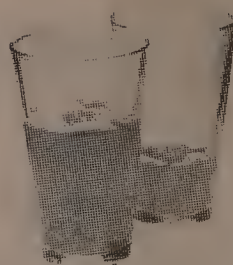
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Well, put a lid on it boys and girls, because the
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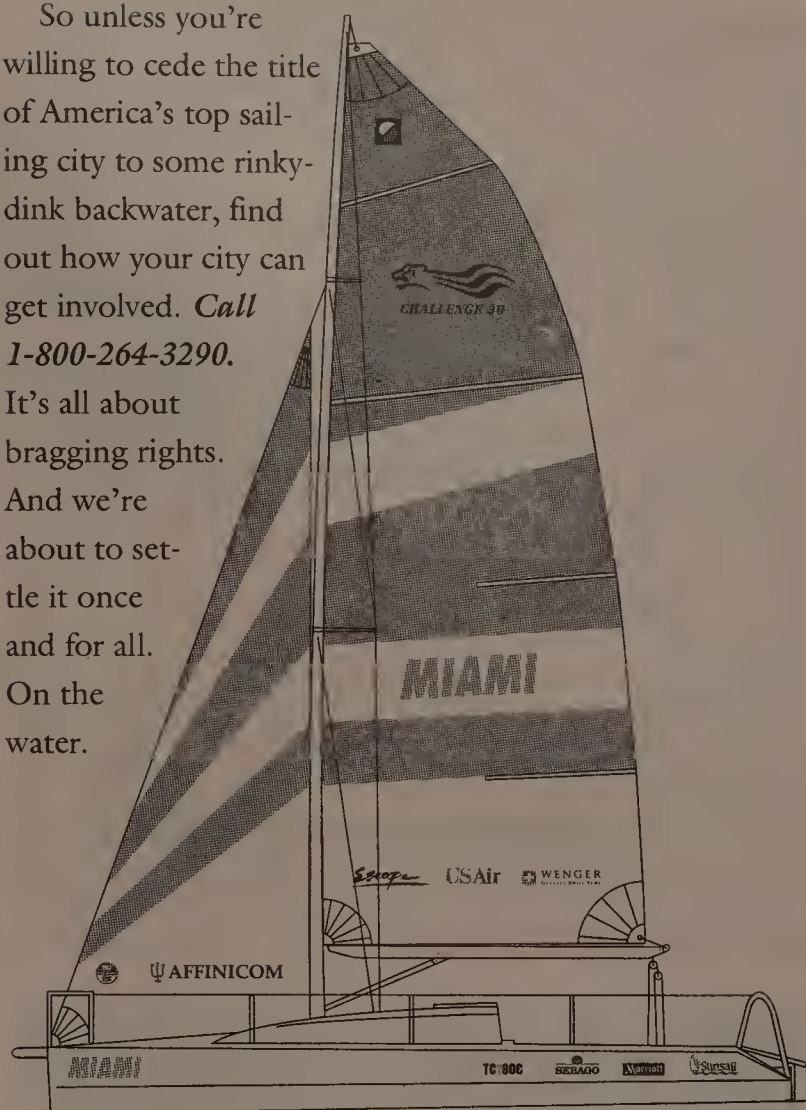
America's best sailing city. Second and third place teams are automatically invited back to try again.

So who's on board?

Annapolis, Buffalo, Chicago, Miami, Newport, Tampa Bay and San Francisco, are already in. And the list of team members is impressive, too. Ken Read, Scott Allan, Mike Toppa, Jody Swanson... everyone wants to help their city win. David Dellenbaugh will keep everybody honest as RC chairman. This is one race where sailing talent alone (not big bucks), will determine the winner.

So unless you're willing to cede the title of America's top sailing city to some rinky-dink backwater, find out how your city can get involved. **Call 1-800-264-3290.**

It's all about bragging rights. And we're about to settle it once and for all. On the water.



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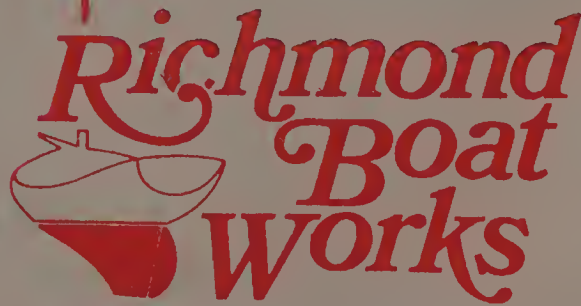
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CALENDAR

Oct. 22 — On-the-Water Treasure Hunt (11 a.m. to 4 p.m.) and Flying Fish Ball (6:30 p.m. at the Pier 40 Roastery & Cafe) to benefit the Bay Area Association of Disabled Sailors (BAADS). A fun day followed by dinner, music, dancing and BAADS awards. BAADS, 495-2295, ext. 6.

Oct. 26 — Certified Race Officers Dinner at Golden Gate YC featuring peerless StFYC race manager Matt Jones as the after dinner entertainment. Attitude adjustment begins at 6 p.m., buffet dinner (\$15) to follow. RSVP, Penny Dudley, 332-6042 or YRA, 771-9500.

Oct. 27-28 — Downwind's Cruising Fair — product demos, technical info, raffle and more. Downwind Marine (San Diego), 8:30 a.m. to 5 p.m. Details, (619) 224-2733.

Oct. 29 — Downwind Marine's Cruising Kick-Off Party in San Diego, noon 'til dark on the beach near the Shelter Island launching ramp. Info, (619) 224-2733.

Oct. 30 — Baha Ha-Ha Cruisers' Rally — let the good times roll! See Sightings for an update. Latitude 38, 383-8200, ext. 111 or 104.

Nov. 2 — YRA Trophy Presentation for season winners and invited guests, 6:30-8:30 p.m. at Corinthian YC. RSVP, Glenda or Lynn at YRA, 771-9500.

Nov. 14 — "Care and Feeding of Your Diesel Engine," a free seminar by Craig Wooster of Edinger Marine. Learn all about that rusty chunk of iron in your bilge! 7 p.m.; Oakland YC; Frank Grona, (510) 233-5153.

Racing

Sept. 30-Oct. 1 — Conclusion of the Nations Cup (amateur match racing) at St. Francis YC. See Race Notes. StFYC, 563-6363.

Sept. 30-Oct. 1 — Paisano Race, mixed doubles in El Toros Monterey Peninsula YC, (408) 372-9686.

Sept. 30-Oct. 1 — Fall One Design Regatta for J/24s, Melgi Express 27s, J/29s (doubles as PCCs), Olson 30s and Etchells. San Francisco YC, 435-9133.

Sept. 30-Oct. 7 — International Folkboat Regatta. Nine local Folkies will take on 17 European guests representing England, Sweden, Denmark, Germany and Finland. StFYC, 563-6363.

Oct. 3-6 — Soling NAs. San Francisco YC, 435-9133.

Oct. 6 — Little Ensenada Race, a quick foray into Mexico from San Diego. Southwestern YC, (619) 222-0438.

Oct. 7 — Nimitz Level Sum Team Racing and Women's Skipper Invitational. Berkeley YC; Bobbi Tosse, (510) 939-9885.

Oct. 7-8 — Regatta in Paradise, an all-women Melgi event sponsored by Progressive Boats and hosted by the fun-lovers at Tiburon YC. Alison Dimack, (510) 256-9125.

Oct. 8 — Commodore's Singlehanded Race, a free solo sail open to all PHRF-rated boats. Sequoia YC; Randy Hough, 365-6383.

Oct. 8-10 — Soling Match Race. St. Francis YC, 563-6363.

Oct. 13-15 — Saint Francis International Masters Regatta, a J/24 regatta/reunion for the older generation. J/Boat designer Rod Johnstone will be among the luminaries. StFYC, 563-6363.

Oct. 14 — South Bay YRA final race, hosted by Sequoia YC. Mike Dixon, (510) 635-5878.

Oct. 14 — Jessica Cup, a fleet race for larger classic wooden yachts, Farallon Clippers and possibly Windwards. Hosted by Master Mariners and St. Francis YC; Terry Klaus, (510) 337-0514.

Oct. 14-15 — SSS Vallejo 1-2 — sail up solo, sail home with friend. Shama Kota, 332-5073.

Oct. 14-15 — El Toro Stampede, the annual running of the bulls. Richmond YC, (510) 237-2821.

Oct. 15-22 — Brut Gold Cup, the fifth and final regatta of the '95 Brut by Fabergé Sailing Series. Held in Bermuda in IODs — can Roy Heiner snag the \$250,000 grand prize, or will he choke?

Oct. 19-22 — J/105 Nationals. St. Francis YC, 563-6363.

Oct. 21 — Fall Jack & Jill Race. Santa Cruz YC, (408) 425-0690.

Oct. 21-22 — Champion of Champions (ODCA)/Yankee Cup (HDA) on the Berkeley Circle. The yearly reality check on PHRF

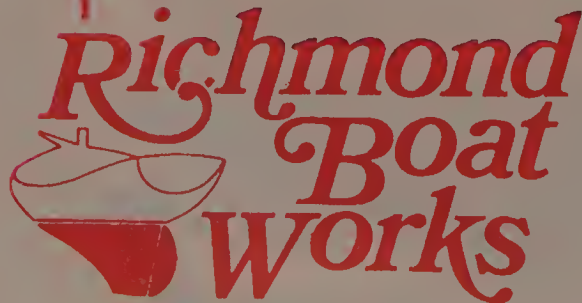
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Sail around the world on this wonderful slide show adventure with Lisa Copeland, author of *Just Cruising* and recently published *Still Cruising*. Among other topics she will cover:

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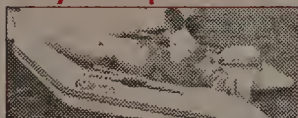


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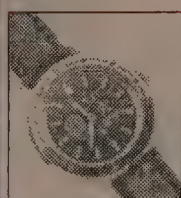
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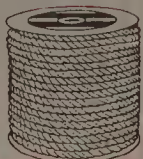
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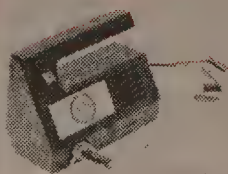
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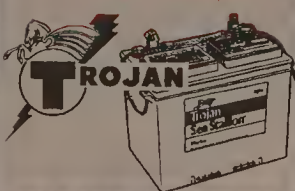
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CALENDAR

ratings. YRA, 771-9500.

Oct. 21-22 — Calvin Paige and Joe Logan regattas for Stars and Mercuries. St. Francis YC, 563-6363.

Oct. 21-22 — Olson 25 Nationals. Corinthian YC; Dave McMurtry, (707) 746-8530.

Oct. 28 — Red Rock Regatta and Costume Party. Spinnaker and non-spinnaker PHRF racing using the Time on Time II scoring system. Tiburon YC; Hans Biggall, (707) 762-8439 (home).

Oct. 28 — Cruising division start of Long Beach YC's Cabo Race. The 'small' racers go off on November 3, followed by the big ones on November 4. Long Beach YC, (310) 598-9401.

Oct. 28-29 — Great Pumpkin Regatta for Express 27s and 37s, J/35, J/105, J/24, Cal 20 and 2-27, Wylie Wabbit, Hawkfarm, Melgi, Merit 25, Olson 30 and 25, Santana 22 and 35, and 99 raters. Three races Saturday, utilizing three minute starting sequences. Saturday night dance party ("Duct Tape Ball") with music by Eugene and the Bluejeans. Richmond YC, (510) 237-2821.

Oct. 28-29 — Fall Dinghy Regatta for Euros, Finns and Lasers. St. Francis YC, 563-6363.

Nov. 4 — Golden Gate YC Midwinters, the first major race of the 'off season'. See *The Racing Sheet* for the full midwinter smorgasbord. GGYC, 346-2628.

Nov. 4 — Champion of Champions Race in Santa Cruz. Winners of One Design, SCORE and Midwinters will face off in a PHRF format. Santa Cruz YC, (408) 425-0690.

Remaining Beer Can Races

BALLENA BAY YC — Friday Night Races; 10/20. BBYC Race Committee, (510) 581-5336.

ENCINAL YC — Friday Night Twilight Series; 10/6. Rod Kidd, (510) 814-7285.

SANTA CRUZ — Wednesday Night Series: every Wednesday night through 10/25. Mike Evans, (408) 476-5671.

SEQUOIA YC — Wednesday & Friday Night Beer Can Series. Free pursuit races through October! Randy Hough, 365-6383.

Please send your calendar items **by the 10th of the month** to Latitude 38 (Attn: Calendar), P.O. Box 1678, Sausalito, CA 94966. Better yet, fax them to us at (415) 383-5816. But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.

October Weekend Currents

date/day	slack	max	slack	max
9/30Sat	0028	0327/3.3F	0658	0912/2.3E
	1223	1520/2.4F	1809	2132/4.4E
10/01Sun	0134	0435/3.2F	0804	1014/2.1E
	1339	1627/2.2F	1918	2235/4.1E
10/07Sat	0048	0338/3.8E	0712	1009/3.7F
	1305	1600/4.2E	1940	2239/3.8F
10/08Sun	0140	0422/3.6E	0754	1047/3.5F
	1342	1638/4.4E	2024	2323/3.9F
10/14Sat	0007	0304/2.7F	0633	0840/1.9E
	1209	1450/1.7F	1735	2053/3.5E
10/15Sun	0102	0400/2.5F	0729	0933/1.7E
	1312	1546/1.5F	1832	2147/3.2E
10/21Sat		0222/3.3E	0603	0857/3.1E
	1201	1449/3.8E	1837	2127/3.2E
10/22Sun	0033	0310/3.4E	0642	0934/3.3F
	1236	1532/4.4E	1917	2211/3.6F
10/28Sat		0216/3.9F	0549	0802/2.6E
	1115	1406/2.6F	1652	2016/4.9E
10/29Sun	0012	0216/3.7F	0548	0800/2.4E
	1124	1408/2.3F	1656	2014/4.4E

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In The Groove



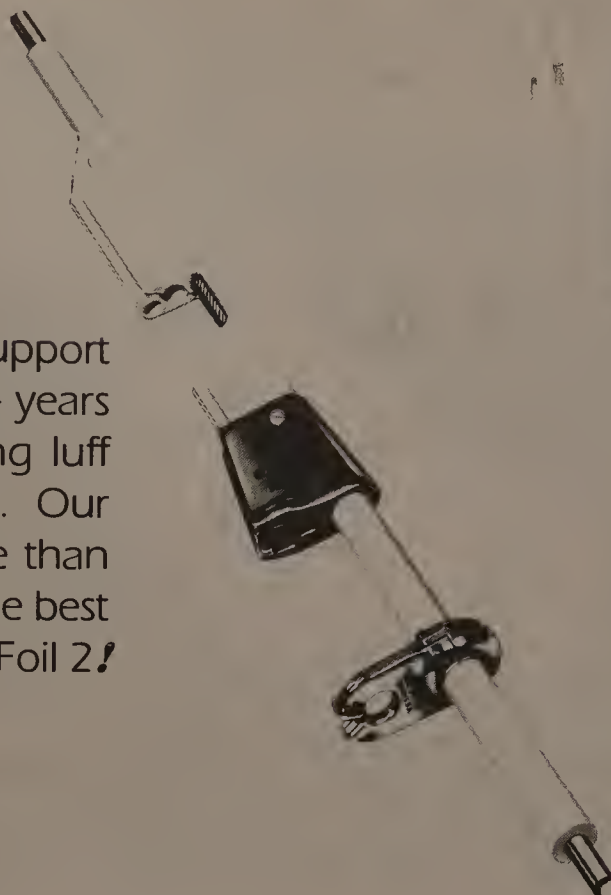
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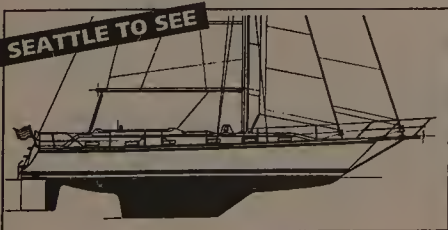
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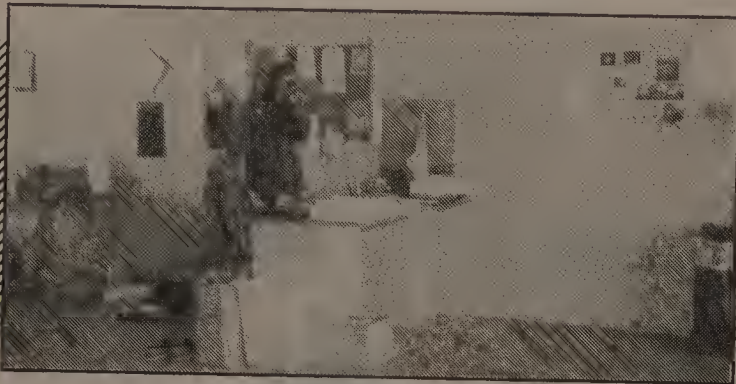
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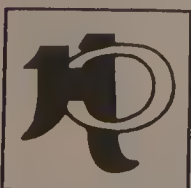


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LETTERS

⇅MERLIN WRECKS SAILING

Thanks for the article on *Merlin*, as it brought back great memories. But I have a different perspective: *Merlin* is a bad boat and Bill Lee should be held accountable. For once you have sailed *Merlin*, you can never be satisfied bruising waves in your old boat again. *Merlin* wrecks sailing on anything else. It takes years to recover — and some never do.

P.S. We brought *Merlin* back in 13 days after a Pacific Cup with a bunch of kids. It was the best trip ever, during which we started a *Merlin*-specific sport. Each morning we'd make a little north, then we rigged a bosun's chair on the end of the boom with a snatch block and line. In the afternoon we'd crack off using the delivery main and chicken chute to crank her up. One of us would jump in the bosun's chair, ease the main, and use our feet to ski up and down the waves. We called it Boom Water Skiing — and it was great fun. To a man — and kid — it was huge disappointment to see the Golden Gate at the end of the trip.

P.P.S. The most impressed I've ever been in a lifetime of sailing was watching Skip Allan drive *Merlin* for hours on end. Skip never missed a wave and never buried the bow. It was impossible to tell where the man stopped and the boat began. He was awesome, on a totally different plateau than the rest of us.

P.P.P.S. Where is Norton?

Steve Wells
Northern California

Steve — Boom Water Skiing — marine underwriters are ecstatic when they read about fun stuff like that.

We presume the Norton you mean is Norton Smith. We last crossed paths with him about five years ago while jogging along Richardson Bay. If we remember correctly, he was still organic farming up north and had only been in Northern California to care for his brother, who was dying of cancer.

⇅THE PAST 16 SEPTEMBERS

We were thrilled to see your piece on the *Lion King* on page 96 of your August issue. We have owned our own *Lion* sloop since 1973, and used to berth her next to Bernie Fried's on Bali Way in Marina del Rey — until my husband John sailed her up here in 1979. Of course, we think our *Cara* is even more beautiful, and we have yet to enter any anchorage without having someone comment on our boat. We recently had two *Lions*, an Offshore 27, plus a Richardson-designed Cheoy Lee in Montague Harbor, B.C. We immediately got together, of course, to brag about improvements to our boats.

We sailed our *Lion* to Tahiti and back in 1976-77, and to L.A./San Francisco in the summer of 1978. Then, when we decided to move up here, John sailed her through several gales up this infamous coast. Through all that *Cara* has never let us down.

For the past 16 Septembers, we have sailed her to the beautiful Desolation Sound area of British Columbia, and of course around our San Juan Islands. We are lucky enough to have her moored a few hundred feet from our windows, and we never tire of looking at her classic lines.

So three cheers to the *Lions*, still roaring proudly after 30 years!

Irmgard Conley
Orcas Island

⇅THE PRICE SHOCK

On my sail from California to Mexico, the Marquesas, the Tuamotus, and Tahiti, I gave my Autohelm ST 4000 a real workout. It steered 99% of the way, although it did develop a problem in the display unit and, I think, a seal in the drive unit.

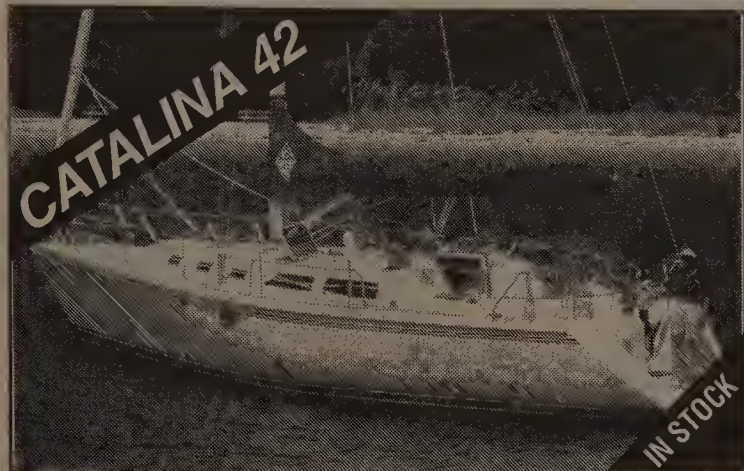
When I arrived in Papeete, I took the unit to Marine Coral, the local Autohelm dealer that's run by Francois Charpentier. After determining it would cost less to have the repairs done at an Autohelm facility in New Zealand, he expeditiously sent the unit

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LETTERS

there. Charpentier was friendly, spoke good English — my French cannot be understood by anybody — conscientious, and sent faxes to follow the progress of the repair. The display unit was fixed and a new drive unit returned.

After the price shock associated with most things in French Polynesia, I was prepared for an astronomical bill. But I was pleasantly surprised, as I was apparently only charged for the shipping. Kudos to Mr. Charpentier, Autohelm and the repair folks in New Zealand.

DeLoyce and Patricia Alcorn
La Cabriole
Papeete, Tahiti

DeLoyce & Patricia — As we reported a couple of months ago, we had a problem with an Autohelm knotmeter while crossing the Atlantic. The dealer in Gibraltar replaced the guts of the unit — at no charge at all. Like you, we were delighted.

↓↑CONTINUES TO PARTICIPATE IN SAILING

I read James Bethel's letter in the August issue, and believe he was referring to my cousin John S. Letcher. I don't know if John can provide the plans Bethel is looking for, but he may be contacted at his company: AeroHydro, Box 684, Southwest Harbor, ME 04679. The phone number is (207) 244-7347.

He also has an e-mail address and a Web page which has a good history of the company (<http://www.netins.net/showcase/aerohydr>).

I don't know if you're aware of Dr. Letcher's background or not. He and I were reared in the Shenandoah Valley of Virginia, and came west to attend Cal Tech. As an undergraduate, he purchased a 20-foot wooden sailboat with a history — which I won't get into. He repaired her and then changed her name from *Golden Girl* to *Island Girl*. He cruised much of California along with his friend Charles Trimble. During his graduate work, he sailed *Island Girl* to Hawaii, Alaska, and later home.

After obtaining his doctorate in 1966, John and his wife Patty built a 25-foot sailboat and went cruising for five years. During his school years he wrote several books, one on self-steering and another on celestial navigation. In '70-'71 John and Patty took their boat to Maine via Mexico, and he joined the Hinckley Company as a naval architect. After three years, he left to form Letcher Offshore Designs.

With the advent of the personal computer in the early '80s, John changed the direction of his work to software design and started AeroHydro in 1987. He wrote the first velocity prediction programs and became involved with various America's Cup designs. He was a major contributor to the 30-man design team for *Stars & Stripes*, and still feels this was a very rationally designed boat for its purpose. He was also involved with the 1988 defense and was contracted by the Italian team in 1992. His company contributed significant software support to the recent New Zealand design team.

John (Seymour) Letcher had open heart surgery about a year ago, but has now successfully recovered and continues to enjoy and participate in the world of sailboat design.

Seymour Paul
Foster City

Seymour — We're well aware of John's early days in sailing, but had no idea that it continued to be his career. Thanks so much for bringing us up to speed — and for providing Bethel with a current address. Latitude wouldn't be diddley without readers like you.

↓↑THE DINGHY WAS ALREADY INFLATED

Talk about service! West Marine in Anacortes really came through for my wife and me.

We had just started a four-week trip to the San Juan and Canadian Islands. We were anchored at Hunter Bay on Lopez Island, and as I began to add air to our already-inflated Brand X dinghy on the

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LETTERS

foredeck, one of the intake valves imploded. What a loss this could have created for our trip, since we anchor most of the time and need the dinghy to get to shore.

I called Anacortes West Marine via VHF and AT&T. John Stapleton said not to worry, he'd lend us a West Marine inflatable while he sent our dinghy in for repair. He sent Shaun Bridges to meet us at Skyline Marina in Anacortes, three hours away from Hunter Bay. Shaun had to drive eight miles from the store to meet us. There we made the exchange — Shaun even brought the loaner dinghy already inflated — and we were on our way.

Upon the completion of our trip, we were notified that our dinghy was repaired and ready for pickup. We think the employees of West Marine, especially John Stapleton, run a first class operation. My dock buddy calls them 'the Nordstrom of the marine world'.

Skip & Barbara Cooper
Coquette
La Conner, WA

Skip & Barbara — West Marine went public about a year ago at about \$14 a share. It's over \$30 now. Can anyone guess why?

A little more than 20 years ago, we were selling boats in Sausalito and West Marine founder Randy Repass was selling marine gear out of a garage in the South Bay. After selling one of the first Freeport 41s to a client, we were involved in giving Randy one of his first big orders for boat gear. Randy was a regular guy back then, and in the regrettably few times we've crossed paths since, he hasn't changed a bit. West Marine is now huge, of course, but what impresses us more than anything is the extent to which the company has managed to maintain its founder's sense of commitment to customer service.

OBSCENE GESTURES

It was appalling that certain members of the Olson 30 fleet took it upon themselves to not only boo us, but make obscene gestures when our name was announced during the awards presentation at the end of the recent well-run NOOD Regatta. Why? Because we'd requested and were granted redress in the second race of the series.

It's the moral obligation of any boat to assist another in a time of need. In our case, we spotted a person in the water — thanks mainly to his orange personal flotation device — as we were sailing from the last mark to the finish line. So we tacked, reached off, dropped our jib, and plucked him up and over our lifelines to safety. We then put our jib back up and continued on to finish.

After the race, it was estimated that the Express 27 from which the person had fallen would have taken an additional 10 minutes before it would have been in a position to rescue its lost crew. We were definitely the closest boat to assist.

But getting back to the callous, unsportsmanlike conduct of certain members of the Olson 30 fleet during the awards presentation, I can only say that you have placed our fleet's integrity at risk. Shame on you.

Mike Bilafer
Family Hour

Mike — We're not familiar with the exact circumstances, but there are two things we find difficult to accept:

- 1) That it would take the crew of an Express 27 racing in the NOOD 10 minutes to pick up an overboard crewman; and
- 2) That fellow Olson 30 competitors would turn on you for pulling someone out of the Bay. After all, it hasn't even been a year since Larry Klein and Victoria Taylor both lost their lives falling off boats racing on the Bay. How can anyone possibly put more value on a pickle dish trophy than a human life?

THE BAY ATE MY BOY

If injury or death results from multiple mistakes, we were well on our way in the second race of the NOOD Regatta this year. We did



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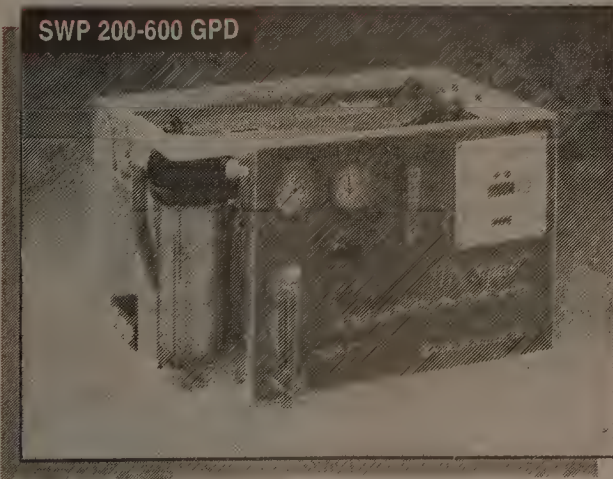
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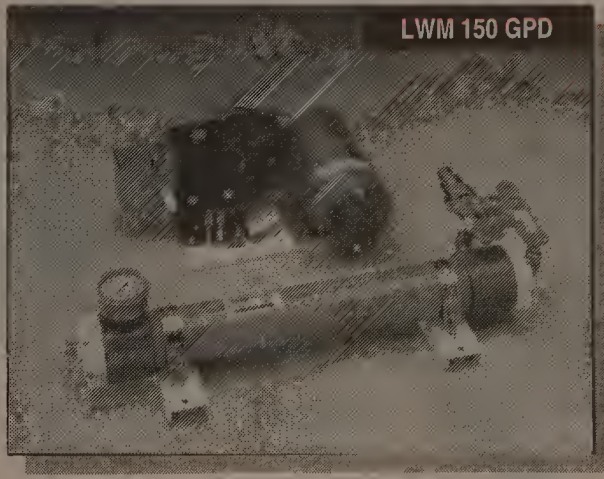
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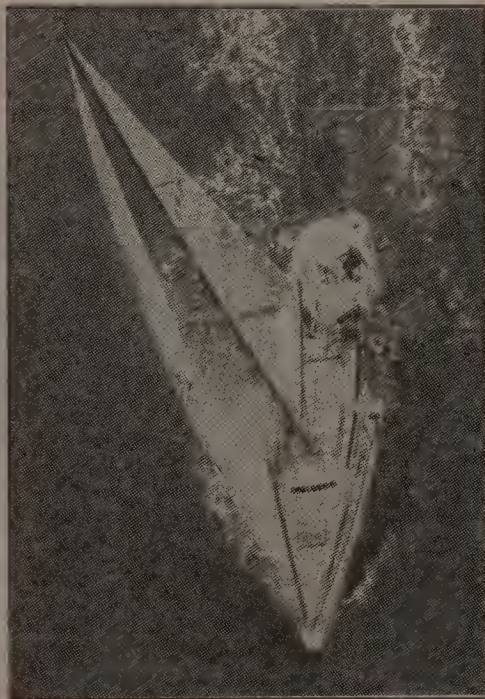
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When Dave Sallows bought *Dolphin Dance* one thing he inherited was plenty of sails. With the new toy and all its sails he wanted to have lots of fun, maybe do some cruising, and lots of racing. He's succeeded on all fronts. In their first season (1993) they did over 30 races participating in the Ocean Series, the Golden Gate Mid-winters, the Bay Series and numerous other events from Vallejo to Windjammers. That season started off

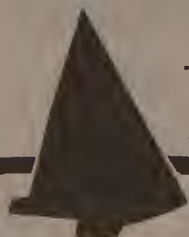
well with *Dolphin Dance* taking 1st to finish, 1st overall and 1st in division in the Coastal Cup to Santa Barbara. They won the Coastal Cup again in '95.

It was during that race that the now familiar call was made for the Larsen 3/4 oz. chute. As with many inherited sail inventories there was something of a mixed bag of sails below. However, after a lot of fun and successful racing one thing became clear. When *Dolphin Dance* needed downwind speed that Larsen chute was the answer.

Dave credits his crew, a solid team that has sailed together for most of the past two and a half years. Together they've continued to win including the Bay Series and Golden Gates in '93 and the Ocean Series in '94.

Cruising? Well, that hasn't been quite as successful only because "there's just been too much fun doing all these races." "However, they have had some time to enjoy the boat between races and look forward to more."

Larsen appreciates an owner who enjoys and uses their boat as much as Dave and his crew. We salute them and wish them continued success.



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LETTERS

not notice the course change at our start and were surprised to find that another spinnaker reach was imminent when we expected to finish. Of course the chute was on the wrong side and we were nearly at the mark. We jibed around the mark, put the chute up on starboard tack and immediately jibed to port tack. The wind was screaming, the waves were steep and we were between Fort Mason and Alcatraz, where Larry Klein had been lost last year in more benign conditions. My 15-year-old son Steven was crewing in his first race on our Express 27. By the time we jibed, there were lines everywhere, the boat was heeled in every possible direction, and everyone was frantically trying to keep the boat under control. We made the jibe and began to surf when we realized that Steven had gone overboard. He had been caught on the old high side, had not anticipated the jibe, and slipped under the lifelines head first into the Bay.

Things got worse on the boat. We headed up and dropped the chute (into the Bay) and finally tried to beat back up to Steven with the main only. The Express usually sails wonderfully with main only but did not have enough power to overcome these waves and wind. When the jib was hoisted, it flogged so badly that the J-locks detached from the sheets and the clew was uncontrollable. The sail was dropped, the sheets tied on, the sail rehoisted, and we began to beat back to weather toward the distant speck that had become Steven.

We did one thing right. Everyone on my boat races with a life vest, partly as a result of the tragic drownings last year (and *Latitude's* encouragement) and partly because the 'Y' flag was flying. Steven was wearing a West Marine manually-inflatable vest. Earlier this year he had helped me give a boating demonstration to his sister's Girl Scout troop and he knew what to do. He remained calm after going overboard. His vest was outside his foul weather gear and he easily found the inflation pull while the air in his clothes kept him up. After inflation, he became a large orange buoy, easily seen. He huddled to keep warm and was soon picked up by the Olson 30 *Family Hour*.

My crew and I were shaken by this experience but Steven seemed to enjoy it. The sailors on *Family Hour* were great to him. His only complaint was the difficulty of getting under the Olson's low boom with his life vest inflated. He later changed into dry clothes and went to the party at St. Francis.

Steven's swim could have ended much more tragically. If *Family Hour* had not had good boat handling skills, they might not have been able to pick up Steven in these conditions. If Steven had not had the presence of mind to inflate his vest, remain calm and retain warmth he might have died. But the most important factor was his life vest. I am convinced that he would have died if he did not have flotation. The vest was easy to use, worked great and dramatically increased his visibility. Use of life vests is such a simple and cheap precaution, and the inflatable vests are so comfortable, that I cannot understand why life vests are not universally used whenever the wind picks up.

Terry Cobb
Mirage
Sacramento

STONE BOATS ALL OVER THE WORLD

Every time you print a letter asking questions about ferro-cement boats, you make some negative comments and then end up suggesting that the writer go out and buy a used plastic boat. You did it again in the September issue of *Latitude*. Nonetheless, over the years your magazine has printed pictures and stories of stone boats in locations all over the world.

My ferro-cement boat *Nigra* was launched in Alameda in 1975, and has actively sailed the Bay ever since. This year *Nigra* made a 3,000-mile trip to Mexico and back. No one who was on the boat for the trip down or back would question her seaworthiness. *Nigra* had three major breakdowns on the trip — all mechanical and having nothing to do with the hull material.

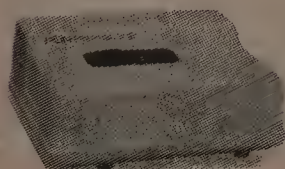


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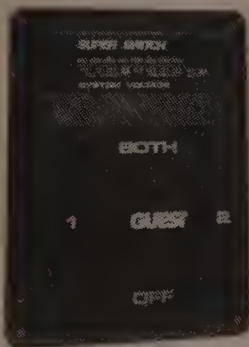
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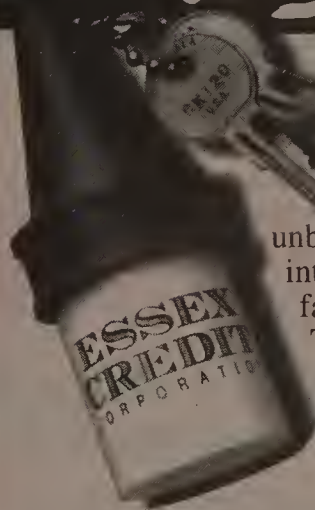
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LETTERS

In 1976 I crashed *Nigra* into Blossom Rock Buoy, putting a three-foot hole in the boat amidships. Fortunately, she did not take on too much water and was hauled the next day. The cost of the repair was \$1,600. That repair has lasted these 19 years.

To answer Jay Harris' specific questions (which you ducked): 1) Seaworthiness — depends on the design, not the hull material. 2) Reliability — keel won't fall off, hull won't rust through, and electrolysis won't dissolve. 3) Maintenance — no blisters, just paint the bottom every two years.

I agree with you that many ferro-cement dogs were built and it would be difficult to recommend buying a used one unless you knew how the hull was laid up. But walk through any boatyard around the Bay and look at all the glass boats with blisters that are through the roving, not just in the gel coat.

I was planning to write you about our cruise to Mexico, but I got so pissed at your response to Mr. Harris that I needed to get this off first.

Lorne Ryan
Nigra
San Francisco

Lorne — We reported what good and bad we knew about ferro-cement boats. We then suggested the interested reader balance our opinion with that of surveyors, insurance people — and perhaps most important, Alan Olson, a straight-shooting guy who'd built and extensively cruised his own ferro-cement sailboat.

We therefore believe we've been reasonably fair, especially since we have no idea what Olson — who now does local and long distance charters with a wooden schooner — thinks about ferro-cement boats.

But there'll always be another issue of Latitude, so if anyone else would like to comment on the topic, we encourage you to speak your mind and share your experiences.

⇓MIGHT MAKES RIGHT?

The Sunday of Labor Day Weekend, my niece wanted me to take her sailing on the Bay. Previous to that, she'd only sailed on lakes and in the Delta. She wanted to see what the Bay was like.

As we left the breakwater at Richmond, I was instructing my crew — which consisted of my niece and my brother — to assist me in looking out for other boats on the water. We soon encountered a large sailboat — large to us, at least, as we were 17 feet long and they were about 40 feet — to starboard of us on a starboard tack about four minutes away. We were on a port tack, and it appeared that we didn't have enough room to cross safely in front of them. So we tacked onto starboard and bore off so we could let the other boat go by.

(In retrospect, I should have bore off and gone behind him, but he was quite a way off. I was sure he saw me and I have waited for many boats to pass this way in the past without any problems.)

As we changed subjects to discussing where we would go that day, my crew informed me that the other boat was getting a little close — and seemed to be heading for us. Still a few hundred yards back, the other boat did seem to be heading for us, so I bore off again (not wanting to pass in front). And once again my crew resumed our discussion of where to go.

But the next thing I knew, my crew was screaming something about being run over! I looked back and the other boat was only about 10 feet behind us — and bearing right down on top of us! His windshadow then greatly affecting us, and my little boat didn't respond well. Finally — with his bowsprit directly over me and the bow of his boat is about six inches from my outboard — he headed up and I headed down. We missed each other, thank God!

The obligatory heated 'discussion' ensued:

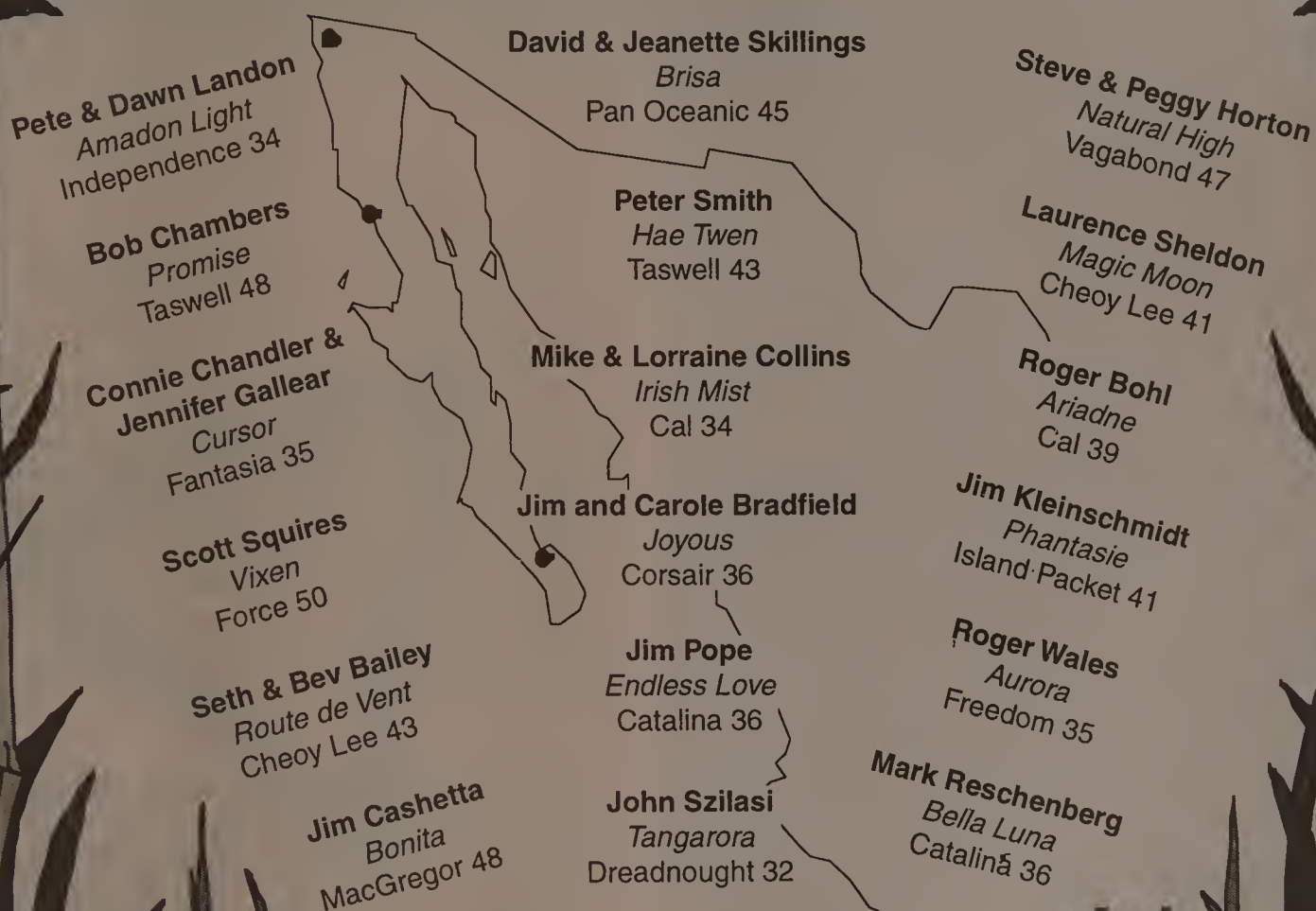
Other Boat: "Hey, @#\$\$!, learn the rules of the road! I'm on a starboard tack!"

We: "I'm on starboard also, #\$\$%)#S. You're overtaking and thus

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CLASS OF '95 CRUISERS' PARTY. If you are finally realizing your dream and are outward bound, the drinks and food are on us. We'll cook up a couple of pigs and tap a few kegs. Meet fellow cruisers, exchange radio call signs and enjoy the hospitality of the Minneys and their restaurant, JOSH SLOCUM'S. Call now and book a table. You can anchor off Lido Isle and dinghy to our dock. No freeloaders please! Cruisers' party after swap meet.

LONG BEACH BOAT SHOW. Boat shows are a pain in the butt — got a double hernia one year and a \$4,000 crash trying to maneuver a rented truck in the parking lot another! Long Beach looks more like an RV show each year — the pressure cooker lady, the magic rag guy, the sausage man and, worst of all, last year we were totally surrounded by motorboats. I ain't going! I'm going to have MY OWN BOAT SHOW at the store and pass on all the money that I save directly to you, my faithful customers. It's a SECRET what I'm going to do, but it will be a lot of fun, and of course you'll save some SERIOUS BUCKS just like you did at my boat show booths. My show, same dates as Long Beach...

MEXICO. October kicks off the Mexico cruising season. We're ready for it with Mexican flags, charts, cruising guides, and crew lists. Also, be ready for the Sea of Cortez. It can blow like hell, so have lots of ground tackle. We've got a good selection at modest prices. Order a new Bruce in October and you can have it at my cost plus 10% and shipping.

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P.S. I went down to the store one Saturday morning and found four swap meeters set up in the Josh Slocum parking lot. To their dismay I informed them that they were one day early and that the swap meet was tomorrow. To my dismay they said business was great and that they had already sold \$3,000 worth of boat gear!

P.P.S. The MINNEY VAN will pick cruisers up at Josh Slocum's for rides to the store during the month of October.

See ya at our boat show, swap meet and cruisers' party...
The Crew at Minney's

LETTERS

are supposed to stay clear!"

Other Boat: (Pause, with mouth hanging open.) "But I'm a bigger boat..."

We: "So \$#<#\$ what!" I interrupted, "You're overtaking and are to stay clear!"

About that time I realized we weren't moving any more and decided to get back to tending to my boat.

The point I'm trying to make is not even about who had the right of way. The other boat saw me with enough time to easily avoid me, and he wasn't even hard on the wind. If he'd made a simple course change, we never would have even gotten close enough to wave. But no, he incorrectly believed he had the right-of-way, and was going to stand on his rights — even if it meant running over some poor little boat.

Why do people have to do this? I understand pushing things when you're racing, but we weren't racing. Besides, I never had such a close call even when racing.

In my opinion, there was no excuse for his actions — even if I had been wrong. Let's show each other a little common courtesy out there. My niece wants nothing to do with the Bay now.

P.S. The only boat that ever changed course for us all day — even when we had right-of-way — was a large racing boat. And he had the right-of-way.

Larry De La Briandais
San Pablo

Larry — You raise some interesting issues — but we're not sure about your priorities.

It's precisely the Rules of the Road — and not common courtesy — that are the main issue of your unpleasant incident. If everybody knows and follows those rules, there is no confusion and there should be no collisions. But if you put "common courtesy" ahead of right-of-way rules, there'll be no end to the confusion — and the collisions.

This is not to say that there's no place for common courtesy on the water. There have been frequent occasions when we've been on starboard but have given way to boats on port because of courtesy. Situations where we'd just have to turn the wheel slightly to avoid a potential collision while they'd have to tack, jibe, or dodge five other boats. However — and this is very critical — we always change course way, way in advance so the other skippers won't be confused about our intentions.

By the way, if you're at the helm of a boat — it makes no difference if she's 17 or 40 feet — you have no business letting a boat sneak up on you from "a few hundred yards back". You need to keep a better watch.

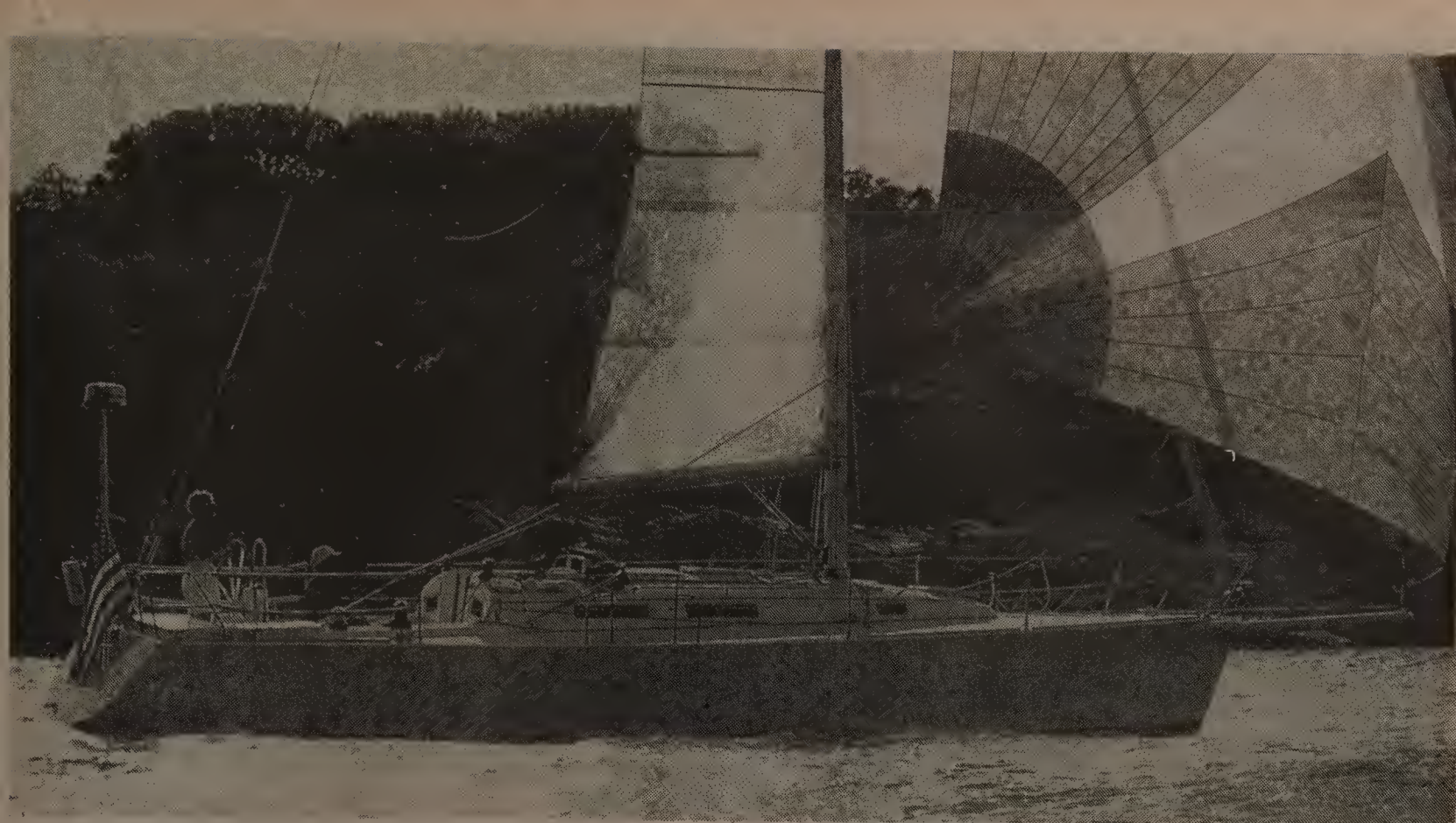
⚓ I SUSPECTED A LEAK

Safe sailing often depends upon attention to small details. Earlier this year, I occasionally smelled gasoline fumes upon opening the hatchboards of my 1982 Catalina 30 sloop. The smell became more noticeable as time went on, and then I began to find about half an ounce of gasoline in the bilge every week or two. As no odors were evident in the aft compartment where the gas tank is located, I suspected a leak somewhere near the engine.

After several unsuccessful attempts to find the source of the leak I cleaned the area around the engine and bilge, then put down paper towels to see which ones would absorb the gasoline. Unexpectedly the trail led aft to the bottom of the 20-gallon aluminum gas tank that had been made by Snow Products of Costa Mesa.

As we all know, the design and integrity of gasoline tanks has been a major automotive safety issue — but the same concern has apparently not yet extended to the boating industry. We all know that raw gasoline fumes and propane are two vapors that can blow a boat apart, possibly killing everybody aboard.

I asked the local Catalina dealer to replace the tank, or at least give me a new one. He talked to Frank Butler, the owner of Catalina



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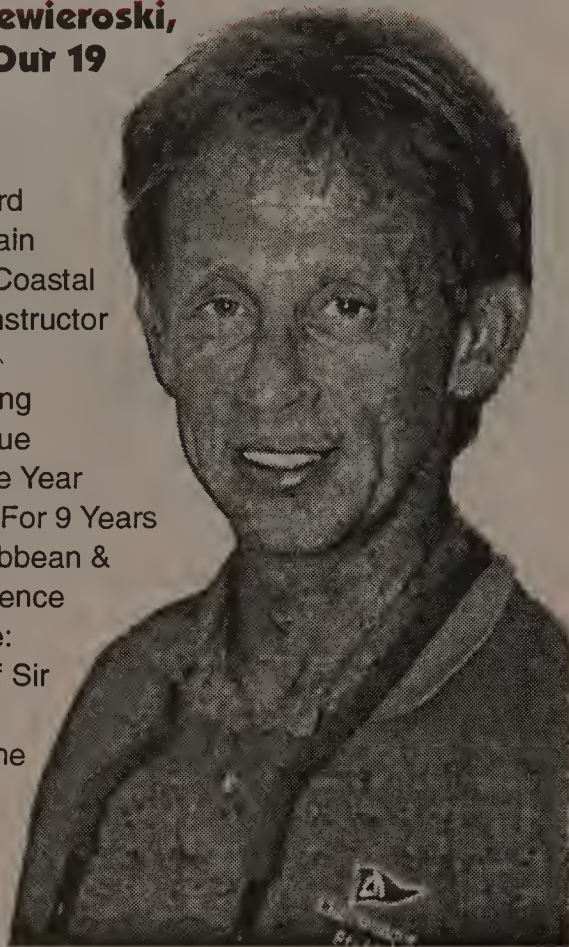
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LETTERS

Yachts, and they decided they could not warranty the tank. They told me I could buy a new tank through them, which I did.

When I asked the dealer about Catalina gas/diesel tanks, he said this was a known problem, caused by condensation of salty air on the outside of the tank, especially when the tank is kept full of fuel to keep water condensation out of the inside of the tank. When I asked why Catalina did not provide a tank that would not fail, or why owners were not notified that tank failure could occur, he said that doing so would be too expensive and not possible.

How do you get the gasoline out of the tank so the tank can be removed — without blowing yourself up? The dealer suggested a hand pump, which would have been a very long process, but said that some people have used electric pumps, which wasn't very appealing. Ultimately, I put the end of the disconnected engine gas line into a jerry can, disconnected the tank overflow hose, then used an air compressor — running out on the dock — to slightly pressurize the tank through the overflow pipe. That drained the tank into the can.

Upon removal, the tank showed an obvious manufacturing defect. Three edges had been formed by bending the aluminum, two at 90 degrees and one — the bottom one that contained the tiny pin holes — had been bent about 120 degrees. These bends created visible stress lines in the sharply-bent aluminum, allowing salty condensation to pit the metal.

The replacement tank — the one that they couldn't originally afford?? — was made from a thicker gauge aluminum of a different alloy, had a greater radius on the bent edges, and was completely coated to protect it from corrosion.

There are hundreds of Catalinas with gas-powered Atomic 4 engines in the Bay Area and thousands across the country. Apparently all — or at least those with the old tanks — are subject to similar tank failure and a potentially deadly explosion. So if you have even the slightest hint of gas fumes when you open your companionway hatch or turn on your bilge blower, I suggest you check for gas tank seepage by running a paper towel along the lower leading edge of your gas tank. Attention to little details can make a big difference.

Steve Sidells
Menlo Park

Steve — Based on your letter alone, one might get the impression that Catalina is a slimeball outfit trying to save a few bucks by skimping. But there's another side to the story.

All fuel tanks in Catalina Yachts, reports Chief Engineer Jerry Douglas, carry Coast Guard and National Marine Manufacturer Association certification. The tanks on the Catalina 30s are made of .090 aluminum that's been folded — which is considered to be a better construction technique than welded seams.

Catalina has built a staggering 6,300 Catalina 30s — one of which is owned by Chief Engineer Douglas himself. While the vast majority of these boats have diesel engines, some have gas engines. Douglas reports that Catalina is not aware of any problem with leaking tanks.

So what could be the cause of the leak in your tank? Douglas offers three possible explanations:

1) For whatever reason, accumulated saltwater, wet rags — or something — was in contact between the fuel tank and the bolts on the rudder stuffing box, causing electrolysis on the tank.

2) Water, which lays on the bottom of a fuel tank, can corrode from the inside out. If the water has been there for over 13 years, it's certainly not an impossibility. In fact, it's not rare on boats that have sat or gotten little use.

3) Then there's the possibility of an electrical problem, perhaps from an electric fuel gauge or — something that's notoriously common — a stray positive charge resulting from improperly-installed battery charger. These also could cause electrolysis on the tank.

So your assumption that the tank was "defective" might well be false. If a number of folks write in to complain about leaking fuel tanks



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LETTERS

on Catalina 30s, we'll side with you. But as over 6,300 of them have been made without an apparent problem, we tend to side with the Catalina and Coast Guard standards.

We realize that having a fuel tank leak is not only frightening and a pisser, but there is a bright side. Catalina only makes fuel tanks that can fit down the companionway — which makes them a relative dream to replace. You don't know how many boats need to be almost entirely ripped apart to get at abused fuel tanks.

A couple of other general points need to be made. First off, if you've got a 13-year-old boat with a problem, you should probably be consulting with a boatyard or marine surveyor as to how to properly respond. Unlike car dealers, boat dealers and brokers don't have substantial service departments and normally aren't familiar enough with older boat problems to advise you. Boatyards and marine surveyors see similar kinds of problems all the time. Second, boats and boat gear do wear out over time. We think a proper fuel tank should last a lot more than 13 years, but some things will just wear out and not just be "defective".

⇓⇓ A WIMP AND UNSUITABLE FOR COMMAND

I've been sailing almost every day this summer. 'The Slot' being what it is, I've managed to lose at least six baseball caps. Even at my blisteringly tight '25-knot headache' setting I still lose them! If any of these happen to be the one you found, please let me know. I've lost all my ugly hats, and recently my favorites: a blue corduroy U.S. Olympic cap, my faded hot pink *Latitude* cap, and finally, my teal green Etchells cap. That pissed me off. And I couldn't seem to hold onto those alligator clip keepers, either! Something had to be done.

I broke down and bought what at first I thought was a dorky-looking thing called the 'Ultimate Hat'. I heard through some sailing friends that it's a 'rip-off' of the 'Tilly' hat, which is a rip-off of the 'Scott' hat. All of them are basically the same — a white, round-brimmed hat with snaps that allow you to fold the two sides up to provide protection for your face and neck with minimal wind resistance. With the sides snapped up, it looks pretty good. For extra protection, you can put it 'dork' mode by pulling the sides down. Best of all, it has built-in flotation and a chin strap! Try one and you'll be hooked.

I'd also like to comment about life jackets, personal responsibility, and leadership. Freedom of choice is fine, but not on a boat. The skipper of a boat is 'the boss' and responsible for the lives and safety of his crew. I tell everyone who sails the Bay with me just that and in a no-nonsense assertive tone of voice. And people comply in an amazingly fast manner. Once the crew have the life jackets on, it's easy to persuade them to snap them on properly. Letting people talk you out of wearing life jackets — or even allowing discussion of the subject — means you are a wimp and unsuitable for command of a vessel.

Along with wearing a life jacket, a rarely used but essential tool is a sharp knife that can be quickly and easily unsheathed and used with one hand. If you sail long enough, you *will* encounter instances where it is critical to cut a line. Last month while towing 'Joe Clueless' off the rocks, I found myself in a situation where I needed to cut a line — and I wasted precious seconds by having to uncleat it. Taut lines are hard to uncleat — but they're easy to cut.

Finally, I've enclosed my application for your Baja Ha-Ha Crew List and party. I hope to see many old friends and make new ones there. You folks have a great rag. I've read almost every issue and wish I'd saved them all. But I'm still wondering, "Who the hell are Max Ebb and Lee Helm?"

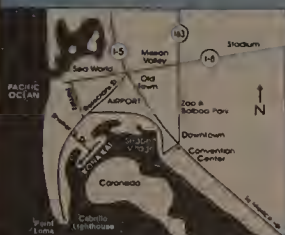
Bart Senior
Antelope, CA

Bart — We keep a big sharp serrated knife ready to go by the mainmast of Big O. It's good for cutting lines quickly — and encouraging reluctant crew to wear life jackets. But a few years ago the Wandere

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LETTERS

also noticed that some women took even the innocent presence of an unsheathed knife as some sign of alluring roguishness on the part of the skipper. He planned on doing further research on the subject — but married the Wanderette and never had the opportunity.

⇓⇓ SOLVE OUR OWN PROBLEMS

My 37-foot Irwin cutter *Evie*, with a crew of four, arrived at the Ala Wai Yacht Harbor in Honolulu on the morning of August 12th after a very long passage from San Diego. The long passage was partly due to the light southwest winds off Southern California followed by light north winds until we were more than halfway to Hawaii.

When we reached the northeast trades about 1,000 miles northeast of Honolulu, *Evie* refused to respond to rudder commands. When we investigated, we found that the rudder was turning freely on the rudder post. What to do? Attempts to report the problem to the Coast Guard went unanswered on all known frequencies. The only help we received was from the Ham nets, primarily the Seafarers' Net (14.313).

We soon realized that we would have to solve our own problems, and that's what we did. Fortunately, one of the crew had scuba gear and was able to rig a bridle line to the rudder and then lead heavy lines from the rudder into the cockpit. This gave us marginal steerage. We wanted to follow a course of 250°, but the limited steerage capability of our jury rig forced us to sail on long jibes at either 210° or 280° — and at reduced speed. But we made it. Everyone had callouses and aching muscles from steering by pulling on 3/4" line for 13 days, but we're all enjoying Hawaii.

All along everyone on the Ham nets kept track of us — and provided medical advice when one of the crew broke an arm. We want to thank all of those who supported us en route and especially Ron and Janice DuBois of the *Foe Too*, who met us as we were towed into the Ala Wai Yacht Harbor, and took our injured crewmember to the hospital.

As we write this report we are in the yard at Ala Wai Marina getting repaired and prepared for the next leg of our extended cruise.

Richard Cross
Evie
San Diego

Richard — Making it 1,000 miles on your own to Hawaii with a broken rudder — that's seamanship. You should be proud of yourselves. And we presume it's given you confidence that you can handle other adversities as they are visited — hopefully not often — upon you.

⇓⇓ TOGETHER ALMOST A YEAR

A year ago I never realized that I would end up meeting a 'world sailor' like Tom Scott. He ended up being my next door neighbor at Pete's Harbor in Redwood City after completing his circumnavigation. We've been together about a year now, and I'm going off sailing with him to Mexico and the South Pacific.

This will be my first experience cruising. But *Nepenthe* is a strong boat and Tom, having sailed around the world alone, is a most capable sailor! I remember the first time I saw him on the dock; he looked so tan and relaxed. I had no idea how famous he was to the readers of *Latitude*! We left Svendsens Boat Yard last week, and by the time you read this should be in Monterey.

I'm still trying to sell my Catalina — she's in the *Classy Classifieds* — as it will be my 'cruising kitty' for the future.

I've been a fan of *Latitude* for six years now, and it keeps getting better! It's hard to believe after reading about the adventures of other cruisers, that now I will be able to have a chance too!

Alice Taylor
Redwood City

Alice — Have a great time — and take care of our buddy! But what

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LETTERS

we want to know is if Tom's still going to keep waiting for wind, or — because there's someone else on the boat — will he break down and turn on the donk after just a couple of days of calm?

⇓⇓SOMEONE WHO HAS BEEN THERE

A sailor of over 20 years, I have just been offered a job in Pohnpe (formerly Ponepe). If anyone has been there recently, I'd like to find out more about the area.

J. Townley

jgtownaix.netcom.com. / (916) 962-1573

⇓⇓WHO ARE THE 'WINNERS'? THINK ABOUT IT!

While I've put in my 'I Need Crew For Mexico' ad, I must say the unfortunate aspect of cruising in Mexico these days are the fees and harassment toward the anchored vessels. It's strictly a scam brought about by the Marina Association to force people into the marinas and dry storage. The Shroyers, Grossmans and Marina Palmira are the prime movers.

Think about it! Who are the winners?

By the way, 80% of the information given to the Log for their August 18-31 edition was either false or misleading. And it's easy to verify.

Bill Robertson

Tou Kou Rou, Ingrid 38 Ketch

Bill — When it was announced that fees of between \$4 and \$14 a week were being assessed in places like Puerto Escondido and La Paz, we expected howls of protest from affected cruisers. Much to our surprise, the majority of cruisers in the Sea of Cortez that we've spoken to — and they may not be representative of the group as a whole — have voiced little or no objection. Some are even in favor of the fees as a means of keeping out derelict and abandoned vessels.

The reasoning seems to be that if literally hundreds of gringos are going to take up residence aboard their boats along that city's prime waterfront, they ought to be willing to pay something for the privilege — as well as a few bucks for garbage collection, water, pollution abatement and other such services. It seems reasonable to us, especially since you can anchor for free without hassle along 9999999999/1000000000000s of Mexico's coast.

What does everyone else think about the fees — which incidentally, haven't been universally collected, and, we understand are no longer being assessed in Puerto Escondido?

By the way, if the marinas were really the "prime movers" behind the fees, they sure took their time moving. They've already been there for an average of something like 15 years, and they don't seem to be hurting for business.

⇓⇓PART OF SAILING HISTORY

We finished our first TransPac, winning the Division 4 trophy in the process. We hope that the following 'Best' and 'Worst' lists will give prospective participants a perspective on whether they should enter in 1997.

The three best things about the TransPac are:

1) The sensation of sailing downwind in the trades with big following seas. There is an almost unreal feeling of momentum, speed, and beauty as your boat surfs through phosphorescent water while a collection of every type and shape of cloud imaginable floats in the sky above.

2) The feeling of being part of sailing history in the making. The TransPac is not just an event, but a tradition, a rite of passage for bluewater sailors. There is a George Plimpton / Walter Mitty-like angle to the race that makes you feel like you are playing in the Super Bowl.

3) The satisfaction of seeing a collection of people turn into a team. The Daddaboat crew was probably the most diverse group of sailors on the race course, but we jelled as a team, utilized everybody's strengths and overcame their weaknesses.

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LETTERS

The three worst things are:

1) No wind! The first half of the race drove us mad, as we racked up days of less than 100 miles, and squandered our two-day headstart on many of the other boats. We finally fixed the problem by taking the reefing lines out of the main — which seemed to result in an immediate increase in windspeed.

2) The financial burden of mounting a racing campaign. We were lucky, as Price Waterhouse provided some sponsorship money to promote their corporate theme of 'speed, passion and teamwork', and several crewmembers picked up the cost of their own meals. But we were still left with a stack of bills that grew larger every time an afterguy blew or a sail ripped.

3) The sailing snob factor. For some reason, sailboat racing attracts a disproportionate amount of snobs of several varieties: The classic ones are the blue blazer snobs who go to the club parties but rarely — if ever — sail. Next in line are the boat snobs, who turn their noses up at those without a hydraulic backstay. Finally, there are racing snobs who can't believe that anyone who didn't race in some Junior Program could actually learn to sail while cruising!

Interestingly, the one thing these snobs have in common is that they have never competed in a TransPac! The competitors from Windquest to Mountain Oyster were uniformly great people. It is the 'dock sailors' that are the worst. For example, the nice people at Red Lobster sponsored a great arrival party for us. They actually had employees plotting our progress throughout the race, and were excited that 'their boat' won the division. They told us in shocked tones that a group of women that identified themselves as 'Wolf Wives' had demanded that Red Lobster drop us and sponsor Baywolf because we were a 'bad' team!. The indignant Lobsterites defended our honor and carried on. I tried my best to assure them that such unprofessional behavior was not typical of sailors, but I'm afraid the 'Wolf Wives' and the recent America's Cup antics convinced them otherwise.

In conclusion, the TransPac positives far outweigh the negatives, and I heartily recommend the race to anyone with a thirst for adventure. By the way, a side benefit was that after I married our navigator in Hawaii, we loaded the cruising gear back on the boat and honeymooned all about the islands for three weeks. But that's another story.

George Bailey
Daddaboot
Sausalito

George — Your's is 'a wonderful life', as they say in the movies, so we don't quite understand the slightly gray undertone of your letter. After all, look at the 'silver linings' you had:

1) You can brag to your grandchildren that you took your division in the TransPac — and not have to mention that your competition consisted of just two boats, one which dropped out and another that won the prize for going farthest in the wrong direction.

2) The cheap talk on the dock was that your sponsorship came to \$50,000 or more — and you still had the crew chip in some time and money. We don't know if the \$50 grand figure is even close, but seeing as you used some of the money to buy used rather than new sails, you must have either poorly allocated the rest of the resources or made out pretty damn well.

And what the hell, if you want to play with the big boys, you've got to expect to have to ante up. If money's a problem, there are alternative ocean adventures. The West Marine Pacific Cup is tons of fun and almost everyone races on a close budget. And if money's really tight, just say Baja Ha-Ha.

"If you're going to do big things in life," said Fidel Castro, "you can't sweat the small stuff." Words to smile by. If the fellow competitors all treated you well, who gives a flying fid about whether or not some wankers posed as snobs in the yacht club? But be slow to judge; while some of these folks wear the 'uniform' of a different era,

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Bill Stange - Olson 30 "I sailed my Olson 30 'Intense' in the single handed TRANSPAC San Francisco to Hawaii race using an Alpha 3000. I was able to set a new record of 11 1/2 days beating the previous record by 1 1/2 days. The Alpha pilot was critical to my success. I have used other self steering systems but nothing offers the speed or performance of the Alpha pilot."

Dan Byrne - Valiant 40 "I am happy to report to you that the Alpha Autopilot performed flawlessly for the entire BOC round the World Race. I am in awe of your device. It functioned continuously for thousands of miles without faltering, with barely discernible power drain and with sufficient muscle to handle Fantasy in gales of 60 knots gusting to 70."

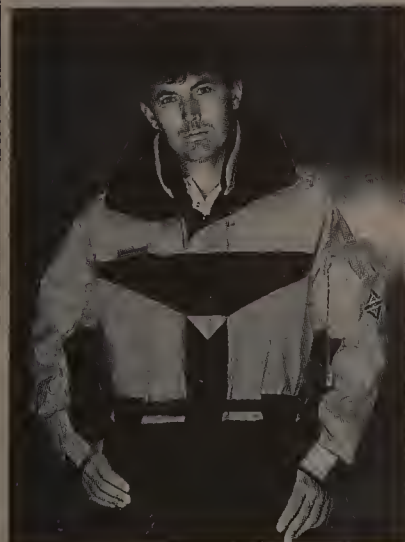
Hal Roth - Santa Cruz 50 "My Alpha auto-pilot steered eighty percent of the time during my 27,597 mile BOC Round the World Race. The Alpha pilot was excellent in light following winds and the Alpha was also good in heavy weather and steered my ultra light Santa Cruz 50 on the day I logged 240 miles under three reefs and a small headsail. Just past Cape Horn I got into a severe gale and nasty tidal overfalls: again the Alpha saw me through that terrible day. Like Dan Byrne in an earlier race, I stand in awe of the performance of your autopilot. Not only were it's operation and dependability flawless, but the power demands were minimal."



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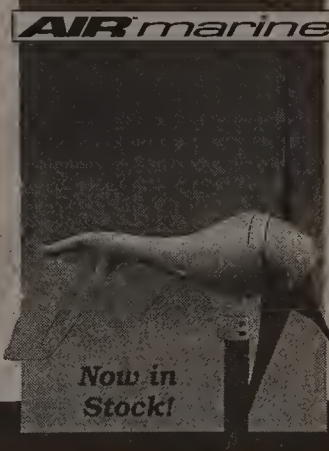
... this is what *Practical Sailor* Magazine had to say about Ocean 2000 in their Foul-weather gear round-up.* Competition was fierce but the "Bottom line" of their special report was that the Ocean 2000 was "the best waterproof/breathable jacket in our selection." It's not surprising really when you consider that the Ocean 2000 offers more features than we could possibly fit in this advertisement. To find out more about Splashdown Foul Weather gear contact us today.



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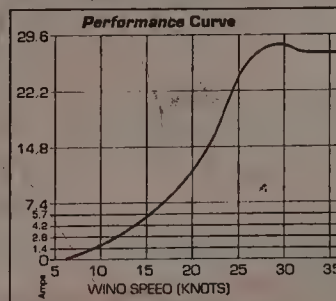
* Practical Sailor Special report on foul weather gear 1st Feb 1995.

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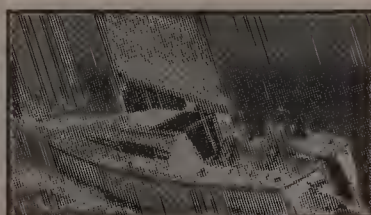
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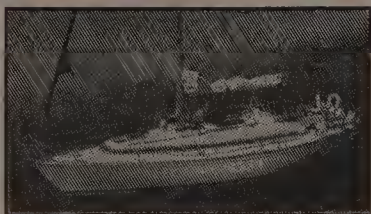
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LETTERS

many of them pulled off some pretty incredible stunts with sailboats not too many years ago.

As for the 'Wolf Wives', even if your accusation is correct, what's the big deal? It's not exactly fun for girlfriends and wives to have to idle around Honolulu waiting for the guys to arrive, so if a little devilry overcomes them it's to be expected.

In all honesty, we tended to obsess on the minor negatives after our first big racing event, too. As the years and events have gone on, we've managed to do a better job of putting everything — including collisions — into perspective. The more big events we do, the more fun we've been having — and at a fraction of the price. So don't give up the ship.

↑↑AN EERIE, PURPLE-BLUE GLOW

In 1957 or '58, I was on a commercial airline flight from San Francisco to Love Field in Dallas. The plane was one of those four-piston engine jobs that turned big propellers and burned high octane gasoline — not the less volatile jet fuel of today. It was either a DC-6B or a DC-7 configured with a lounge 'compartment' over the wing — in which I happened to be seated.

It was an evening flight with very few people on board. Lumpy from the beginning, it continued to get worse as we bore on. Without the sophisticated navigational gear of today, and lacking the ability to rise above the weather, we were stuck in it. The cabin lights were dimmed, and as I watched the distant lightning I began to wonder — what if?

Then it happened — *bang!* — the plane was violently rocked. The lights went out, the engines sputtered, and people screamed. Then, slowly, an eerie, purple-blue glow appeared in the forward aisle and began to take a shape — sort of like a giant shimmering soap bubble. It slowly 'rolled' down the aisle toward the back of the plane, where it disappeared as mysteriously as it had appeared.

The pilot announced we had been struck by lightning. I suspected that. My eyes, I feared, would never recover from the blinding flash. He also announced that as far as the flight crew knew, everything was operational and that we shouldn't be alarmed by the emergency equipment which would be at Love Field to meet us when — if? — we arrived.

I was living in Havre de Grace, Maryland, in 1969 when a Pan Am jet was struck by lightning over Elkton, Maryland, just across the river from us. That plane disintegrated in flight, killing all aboard. We were lucky I guess.

Bob Hull
San Leandro

Bob — Awesome story of the Elmo's Fire sort. Thank you.

↑↑LOOKED LIKE CYLINDERS OF GREEN NEON LIGHT

I first saw St. Elmo's Fire in Herge's *Adventures of Tintin*. I think Captain Haddock or the Thomson Twins were climbing a mountain and their pickaxe attracted 'the fire'.

But seriously, I did see St. Elmo's Fire during the 1991 Chicago-Mackinac Race. I was crew on the J/40 *Atlantis*, and during the 0000-0400 watch there was a lightning storm. It wasn't raining and the wind was only blowing 10 knots. There were streaks of lightning crossing the sky. These were not flashes lighting up broad areas of the sky, they were bolts. Lightning was not descending to the water surface as far as we could tell. And as far as I know, none of the boats were struck by lightning during the storm.

The St. Elmo's Fire was not what I expected. It was green, not blue. It accumulated on the backstay, mostly, with a little on the upper shrouds. It looked like cylinders of green neon light an inch in diameter and ranging in length from an inch to a foot or two. There were many of these green cylinders the length of the backstay, down to about six feet above the deck.

This stuff also made a lot of noise. It hummed and crackled the

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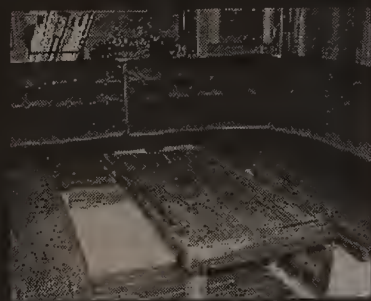
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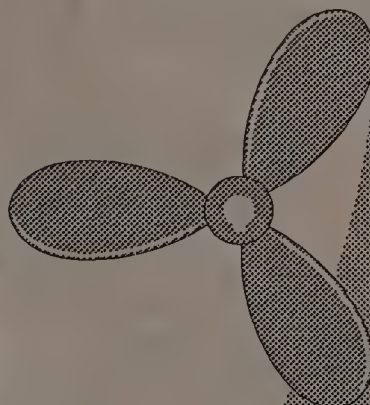


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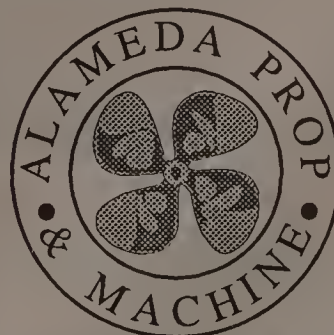
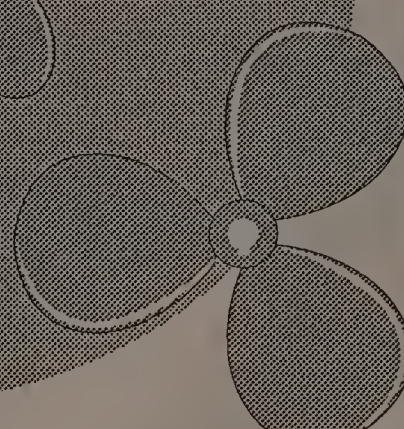


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LETTERS

same way you sometimes hear transformers making sounds at the substation of an electric utility company. The noise was loud enough that the off-watch captain woke up, looked through the companion-way, made an exclamation, and went back below.

Our hair did not stand on end the way it's supposed to if a lightning strike is imminent. And we didn't notice a charge on other parts of the boat or ourselves.

None of us were happy about the situation. The skipper was driving at the time, sitting under the backstay and holding onto a metal wheel. And we were way out on the lake so there wasn't much that we could do about things.

I've been through some other lightning storms on Lake Michigan, but none that intense, and no others with St. Elmo's Fire.

Nick Burke
San Francisco

NOT SO GOOD AFTER ALL

You may remember my July letter in which I reported that a coating of Desitin had done an excellent job of keeping the bottom of my dinghy free from growth. Well, that was then and this is now. When I hauled my dink out of the water two weeks ago, I found a plethora of happy, writhing marine life partying amongst the scabrous remains of what had been the Desitin bottom job.

I don't know what happened to cause the change, but it seems as though a lot of the Desitin just fell off at some point. Where there was still Desitin goo, there was no growth. Unfortunately, those places were few and far between.

Needless to say, I'm back to scraping and will now just have to go for the old bottom paint alternative, saving the Desitin for its intended target.

Mike Sisson
Mysticeti, Westsail 32
Northern California

THE ONLY EFFECTIVE FORCE IS ECONOMIC BOYCOTT

Greetings from Witchcraft, presently enjoying 'paradise' in Musket Cove, Malololailai Island, Fiji, where the 'reinforced trades' have been blowing 25-35 knots for nearly two weeks. Ah well, that's sailing, always too little or too much.

I read with interest the item in the May Sightings concerning the cruisers' boycott of New Zealand. At the time of this writing it appears that New Zealand, far from letting Section 21 fade into obscurity, is determined to strengthen and enforce this outrageous 'pioneering legislation'. Although their own marine trade organization MAREX estimates that the visiting yachts bring in foreign exchange exceeding \$25 million annually, they seem prepared to sacrifice their own tradespersons and businesses rather than lose political face.

A recent article in *The New Zealand Herald* stated that after a briefing by the Maritime Safety Authority, the Minister of Transport and the Parliament Select Committee on Transport voted on July 21 to let the law stand as written. An article in today's *The Fiji Times* quotes an unnamed New Zealand government spokesman as stating that the law this year will be enforced "with vigor". The particularly arrogant Mr. Russell Kilvington, Director of MSA, stated in a Kiwi radio interview April 24 that his office would propose stronger legislation and more "rigorous inspection" next year. At this time he states that the Offshore Racing 'Category I' standards will be used as a guide — with an additional 13-item checklist added by the MSA.

These statements about "vigor" and "rigorous" probably are a consequence of the relatively lenient inspections last year by the reluctant and generally embarrassed inspectors of the New Zealand Yacht Federation.

I marvel that the ministers continue to ignore or decline to address the flaws and fallacies in the law that have been demonstrated by agencies of their own nation, such as several reviews of the Search & Rescue files that invariably have shown that a significantly higher

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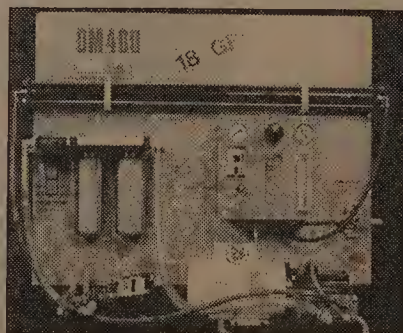


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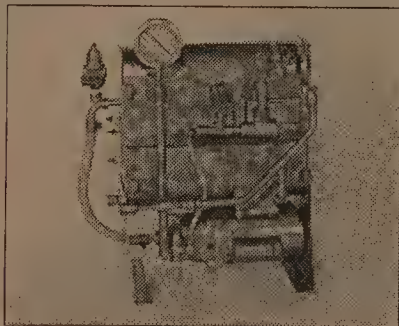


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LETTERS

percentage of New Zealand's own 'Cat I' inspected boats have needed rescue than the obviously irresponsible overseas visitors.

The New Zealand Water Safety Council recently conducted a lengthy forum concerning the need for laws regulating recreational boating within New Zealand waters, and concluded that legislation would not increase boating safety — despite the typical year resulting in 10 to 15 boating deaths. The MSA's reasoning seems to be that it is cheaper to recover bodies in coastal waters than to go look for distressed foreigners.

It is apparent that except for the court challenge — which is now adequately funded but still awaiting a court date — the only force we can bring to bear that might prompt reconsideration of this law is an effective economic boycott. And I fear that even then results will be slow in coming. Mr. Kilvington has assured the ministers that our boycott efforts will result in no more than a 20% reduction in the number of visiting yachts the first year, with diminishing effects thereafter.

The New Zealand consulates that have been queried about Section 21 either claim no knowledge of it or produce last year's "concessions" that applied to those who arrived before February 1, 1995. Letters from the various ministers still cite the "tremendous cost" of Search & Rescue, claim that the law was the result of extensive consultation with all parties, and that it is "in line with standards which have applied to New Zealand yachts for the last 35 years." What this, even if it were true, should have to do with the pleasure vessels of other nations escapes me.

Every boat that goes to New Zealand now represents a vote for Mr. Kilvington; every boat that stays away is a vote to overturn this unacceptable precedent. Informal surveys in ports from Tahiti to Vanuatu indicate that practically all non-U.S. boats — particularly the British — wouldn't touch New Zealand with a "ten-foot pole", but about 50% of U.S. boats queried said they would probably go anyway! I guess that's why we still have to put up with the likes of the San Diego Harbor Police!

As Bartell & James said: "Thanks for your support".

Norman E. Powell
Witchcraft
Reedsport, Oregon

Norman — No more cracks about the San Diego Harbor Police! After all the dialogue — all right, ranting and raving — we think we and our readers have gotten through and that relations between that department and mariners are changing much for the better. To further this process, Chief Hight has been invited — and accepted — an invitation to the Wanderer and Wanderette's pre-Baja Ha-Ha Halloween BBQ and Costume Party at San Diego's Harbor Isle Marina on October 27.

As for the situation in New Zealand regarding Section 21, the outlook appears much bleaker. All our other sources agree that it appears the Kiwis will be enforcing that precedent setting law with increased vigor and resolution in the coming year. This is a terrible disappointment to us, as we previously believed the Kiwis to be perhaps the most civilized — albeit maybe not exciting — people on earth.

From what we've heard, it appears many boats will not observe the boycott, and will go ahead and spend the southern hemisphere hurricane season — which starts in just a few months — in New Zealand. We don't believe this will be the end of the world, but we think it doesn't bode well for cruisers — or the pocketbooks of those who will be calling on New Zealand this winter.

⇓⇓⇓ CONVERTED TO ROLLER FURLING

I have a 1974 Ranger 33 sloop with a Stearn double-foil headstay which has given me good service. I now want the luxury of a roller furling rig, and a wise friend of mine suggests that the Stearn foil can be converted to roller furling.

Who can assist me with the name of a manufacturer/firm who has

This illustration shows a collection of mechanical components. On the left, there are two circular flanges with four mounting holes each. In the upper center, a bracket with two holes is shown with a bolt and nut. To its right are two rectangular plates. Below the bracket are two small hexagonal nuts. In the center is a large, square-shaped component with a central rectangular opening and mounting tabs. To the right of this is a long, thin rod with a handle at one end and a threaded section at the other. At the bottom right, there is a long, flexible hose or pipe with a handle at one end.

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IN THE GRUELING BOC, SOMETIMES THE FAX SPEAK FOR THEMSELVES.

Greetings from the Southern Ocean. I have to once again commend you on your excellent furlers. The furlers have continued to perform perfectly, and in the extreme cold down here they are indispensable. Last week I injured my back in a knock down and I'm gradually on the mend. The furlers allow me to adjust sails to suit conditions... a big problem if I did not have them on board or had less efficient equipment.

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LETTERS

such a conversion kit?

I enjoy your publication, which I pick up each month at West Marine in Long Beach.

Robert Tumelty
Seal Beach

Robert — The riggers we spoke with didn't seem to know of any conversion — and some questioned the wisdom of even trying it. Unless we're mistaken, the Stearn double-foil took the place of the headstay — unlike other foils which went around a typical wire headstay. You might be throwing good money after bad if you try to upgrade an aluminum headstay that's 21 years old with a furling apparatus.

Nonetheless, if somebody knows of a conversion kit, let's hear about it.

MISSING THE POINT

I'm enclosing a copy of my letter to you — about SAABs versus SABBs — that appeared on page 44 of the September issue.

I'm afraid you missed the point. The Swedes made SAAB engines, the Norwegians make SABB engines.

SABB (Norway) manufacturers the famous SABB with reversible prop, while the Swedes make the SAAB, which to my knowledge, does not have a reversible prop.

In other words, I don't believe there is such a thing as "a Norwegian built SAAB" — they only make the famous SABB engines.

Please correct this before you create a civil war between the Swedes and the Norwegians! They have enough differences as it is without your adding ammunition to it.

I love to nit-pick — your rag always makes my day/week/month.

Bill Breiten
Bellevue, Washington

Bill — Your fears are correct, the distinction did fly right over our heads.

FALLING INTO PLACE

After years of reading other people's advice to 'just go cruising now and forget checking off everything on those darn to-do lists', I'm finally going cruising. The last straw was the dismal weather we had this spring after the butt-kicking winter. I'll never forget the day I looked up at the sky, swore at the clouds — I'm in the solar electric business — and said to myself, 'I'm outta here come October'.

Since then, everything has been falling into place. Crew came together, money came in, and the lists seemed less important. I even met a woman who has the same dream of sailing off to Costa Rica, and we've grown to love each other. It seems that when you really commit to the decision of taking off, things have a magical way of falling into place. Even my money obstacle has miraculously remedied itself. I had my doubts at first, but nothing can stop me now.

Knowing a little about solar power, I want to give some advice to those going cruising. When you equip your boat with solar panels, go with as many as you can afford — not just one panel stuck in a half-shaded location. Panels on boats are very inefficient because boats rarely align themselves with true south, there are lots of things to shadow the cells, and in the tropics higher cell temperature reduces electrical output.

Recently one company came out with a panel with bypass diodes between each cell, which allows current to pass through — even when the cells are shaded. Other modules can lose most of their output when even a few cells are shaded. This is important to note when figuring out where to locate the cell.

Solar power is wonderful. If every cruiser had solar panels, we'd have a lot more peace and quiet in the anchorages, instead of having to hear engines being run to top the batteries so the fridge will stay cold.

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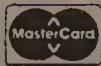


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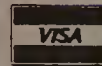
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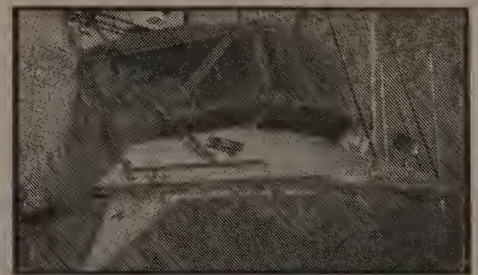


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LETTERS

I'm also investing in a wind generator which claims to be able to supply up to 30 amps to the batteries. That should help the reefer and watermaker.

I want to thank you folks at *Latitude*. Your mag has been a source of inspiration ever since I ran across it while cruising aboard other people's boats in Costa Rica in the '80s. We hung out so long at one surf spot that we ended up have to use our oldest *Latitude* for toilet paper. History could easily repeat itself.

Carl Reuter
Santa Cruz

THE CHIPPER MARINES NEED A COMPLIMENT

I resent the amateur that criticized the Chipper Marine 32. She's a great boat. I think that Chipper Marine vessels need a compliment. I love my boat and sail her a lot.

The other reason I'm writing is that I think the Chipper Marine 32 you photographed may have been mine. She has a red hull, black stripes on the bow, with a black dodger, and flies two beautiful British flags. I was probably sailing her like hell the day you took the picture.

In any event, I would appreciate it if you would put my photograph in your *Sightings*. If that can't be done, please mail me a copy of the photograph.

Robert Panther, Esq.
Berkeley

Robert — With you referring to the Clipper Marine 32 as a Chipper Marine, we have no idea if you're putting us on or not. If you're serious, we have open minds, and would enjoy hearing what it is about the design and construction of 'Chipper 32s' that make them so "great" and worthy of "compliments".

As for the photo we took, it was of a Clipper 32 with a white hull. And we must admit, she was 'looking good'.

SAVE OTHERS FROM THE SAME SURPRISE WE HAD

After participating in the 1994 Baja Ha-Ha aboard *Desiderata*, Andrea and I sailed up to La Paz. Approaching the San Lorenzo Channel we had a surprise — we couldn't disengage the autopilot! Since it was an Autohelm ST4000, I had to remove the wheel, pry the clutch housing apart, remove the belt drive, and replace the wheel before I could regain control of the boat. I'm sure glad I didn't have to avoid any other vessels or land just then.

I've reported to Autohelm that I found that the very small diameter hollow roll pins that hold the plastic clutch lever to the shaft had sheared on both sides, and the flat-sided hole in the clutch lever had worn or rounded. The combination of things allowed the lever to rotate on the shaft. Please publish this information in the hope it will save other mariners from the same surprise we had.

Other than that, we've had no major malfunctions to report, and we've been having a ball exploring the Sea of Cortez. Right now we're hanging out at Bahia Conception and waiting for October 31, at which time we'll begin our trip south to Costa Rica.

As for all you would-be Baja Ha-Ha'ers, don't wait. It's great. Just do it!

Doug and Andrea DeFoe
Desiderata, Nantucket 38
Bahia Conception / San Diego

A VERY SICK DOG

If you accept the adage that 'no good deed goes unpunished', Jack and Valerie Lette of *Pacer II* are in immediate peril. One morning in July, the couple responded to a very sick and emaciated dog that had collapsed on the beach at Treasure Island's Clipper Cove. We have no idea if it had been lost or abandoned.

We'd watched the dog struggling up the beach, staggering back into the water at times to dip its tongue in the saltwater. We repeatedly notified the Treasure Island Marina and Treasure Island



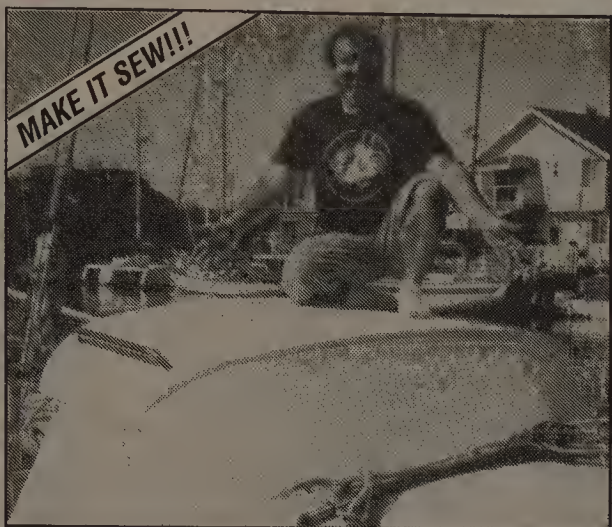
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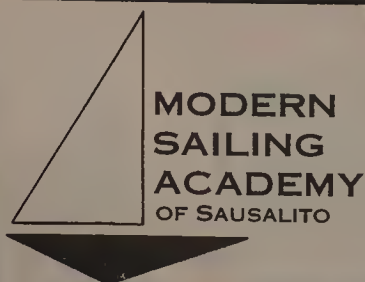
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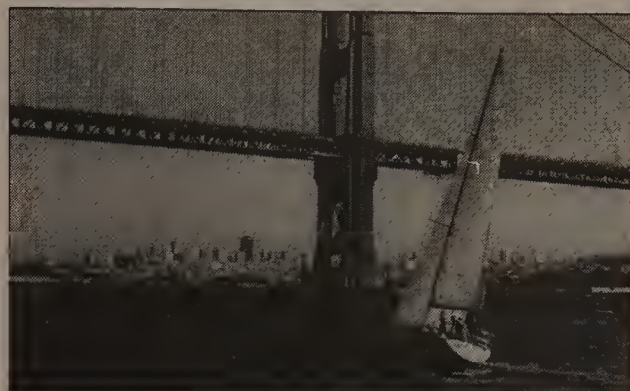
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LETTERS

Security, but that brought no response. So it was left to the Lettes to take care of the situation.

When Jack finally approached the dog with some food and water, it collapsed, burying its nose in the sand. Viewing from 40 yards away, I thought the dog had died. But Jack picked it up and carried it higher up on the beach, and then he and Valerie began to inject a fresh water and sugar solution into the dog's mouth with a basting syringe. After about an hour of their care and affection, the dog had enough strength to hold its head up.

To make a long story short, the last time we saw the dog it had been named Cracker — short for firecracker — and had been adopted by the Lettes. The dog was regaining health aboard *Pacer II* and was soon to be headed for a new home near Lake Tahoe, I believe. God does look out for lost dogs and Americans.

Incidentally, Jack was wearing a *Latitude* T-shirt at the time. I hope you can find it in your heart to offer them a matched set. By the way, I apologize if I've got the spelling of their last name incorrect.

But the award for the 'Best Way to Cruise With a Dog Aboard' goes to two unidentified male fishermen aboard a *Grand Banks 32*. They chugged up close to the beach and opened the transom door, allowing a large golden retriever to jump into the water. He then swam to shore where he did his chores in the weeds — not the beach. Following a whistle from one of the men, the dog charged back into the water, swam to the boat and climbed aboard. The men closed the transom door and were 'outta there'. Oh, if only living and raising kids were that simple and efficient.

James Moore
Clair de Lune

Emery Cove Marina / Danville

Jack & Valerie — That's a fine thing that you've done — while wearing a Latitude shirt no less. If you'll call us with an address, we'd be honored to present you with a couple of new shirts.

As for you, James, thanks for taking the time to recognize this heart-warming instance of humanity.

↓ HE DIDN'T CHARGE ME

I have a story I'd like to share with you. It's not a plug for a service, but a plug for the kind of people who are in the service part of the marine industry.

I live aboard in Redwood City, and when I bought my boat she had a 42-gallon tank full of diesel. Since she hadn't been moved in a few years, I really needed to get the fuel 'polished' and the tank flushed. I had run the boat for almost a year, siphoning the fuel from the top of the tank through two fuel filters, and had about half a tank of fuel left.

As luck would have it, I was then invited up to the Encinal YC Commodore's Cup, and took the opportunity to make arrangements with Bob Sherman, who runs Diesel Fuel Filtering Service in the Estuary, to have my fuel polished. He came to my boat, filtered the fuel, flushed the tank, and recommended I top off the tank with fresh fuel and add a fuel treatment. So when time came to head up to the Encinal YC, I stopped at the nearest fuel dock and 'filled'er up'.

I didn't get 40 minutes away from the dock when the engine sputtered to a stop. I was drifting towards the Alameda ferry dock at the time, and managed to get a line around one of the pilings. The security people, of course, were all over me in an instant. I explained that I probably had air in my fuel line and that if I could have 30 minutes, I'd be gone. They were reluctant, but let me have 30 minutes, after which I'd have to call Vessel Assist.

Well, I couldn't get the fuel through the injectors. So I decided to put up some sail and singlehand my way out the Estuary. Since it was Sunday afternoon, this turned out not to be such a good idea. First I had three tugs pass me going outbound, then a whole world of small boats and a container ship passed me coming inbound. Turning my boat around, I used my cell phone to call Encinal YC to see if I could

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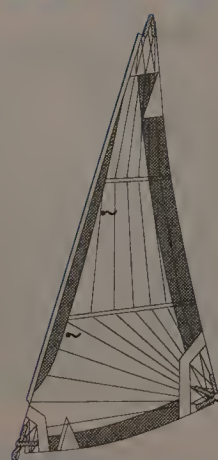
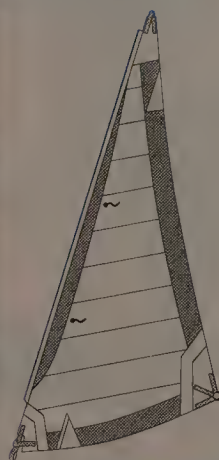


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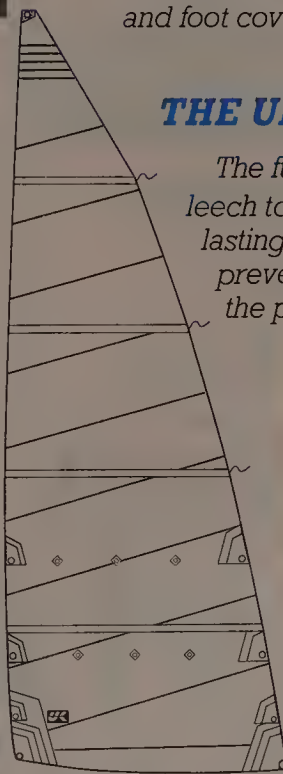
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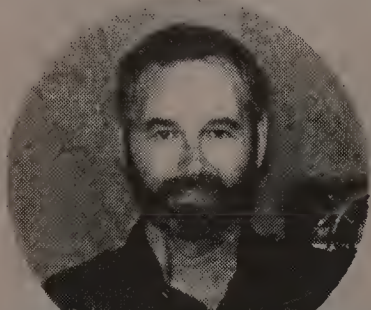
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LETTERS

get a hand sailing up to their guest dock. They said they'd stand by.

I then called Sherman to let him know I had big problems brewing in my fuel tank. He wasn't there, so I left a message.

I managed to tie up at the guest dock without incident, and within ten minutes Sherman arrived in his boat. He'd got my message and had been out looking for me! He'd have seen me if the container ship hadn't come between us at the entrance to the Estuary.

When he came aboard, I was frankly still pretty shaken by the incident. He noticed this and began to calm me down. Then he dipped a stick with some kind of water-sensing chemical into my fuel tank. Turning to me he asked, "Where'd ya buy the water?"

"What????!!!" I said.

"Yep," he said pointing to the red on the end of the stick, "there's at least a half inch of it in there."

I told him where I bought the fuel, and he just shook his head. He told me he'd be back the next day and once again asked if I was going to be all right. I told him I was, and that I'd be spending the night at the guest dock.

Sherman came back the next day and re-polished my fuel. In the process, he extracted two gallons of water from the 15 gallons of 'fuel' that I'd just purchased at the fuel dock! Sherman didn't charge me.

After cleaning out my injectors, replacing my filters, and missing a day of work, my boat ran great. When I got ready to leave the following day, Sherman showed up to make sure everything was all right and I was going to be able to make it home. Thanks, Bob, for going above and beyond the call of duty.

Buckley Stone

Stone Free, A gecko-style Buccaneer 305
Redwood City

Buckley — If Bob Sherman keeps that up he's liable to get swamped — with business.

By the way, folks heading to Mexico aboard boats that haven't been sailed hard in rough conditions in the last six months should give serious thought to having their fuel polished. Time and time again people begin their cruises with frustration because once they get out into some slop, the pudding-like diesel crap breaks loose from the corners of the tanks and clogs up the filters and injectors.

⇕IT'S POSSIBLE TO VERIFY — BUT WHY BOTHER?

In the August issue, you ran an article on delivery captains. I have since been asked on several occasions how somebody can verify if a person truly is a Coast Guard licensed captain. Here in Puerto Vallarta, there seems to be an overabundance of Coast Guard licensed captains.

Is there a number in the U.S. — preferably a fax number — where it can be confirmed that somebody is licensed by the Coast Guard?

David Lee

Marina Las Palmas, Puerto Vallarta

David — You can confirm an individual has a Coast Guard license by calling the particular office that issued the license. If 'Capt. Ron' was issued a license from the San Francisco office, for example, you'd dial (510) 437-3097. And no, the Coast Guard is not flush enough to send international faxes to confirm that an individual has a license.

Two things to keep in mind: 1) Many fine delivery skippers don't have Coast Guard licenses. 2) Obtaining a Coast Guard license does not — and we're not making this up — involve any testing of on-the-water competence. Because of the latter, a U.S. Coast Guard Captain's license is considered to be something of a joke in the international professional sailing community. In many countries, amateur mariners — let alone professionals — are required to demonstrate on-the-water competence before being allowed to take a private vessel offshore.

As we've written several times before, the Coast Guard licensing process is an insult to the highly skilled, experienced and competent

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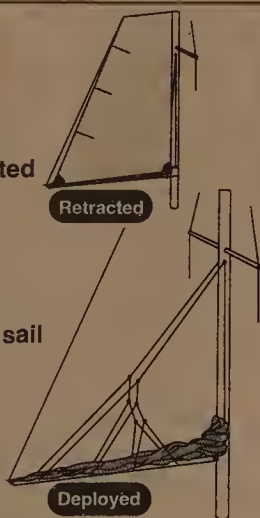
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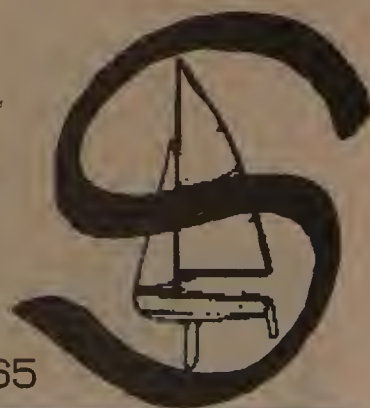
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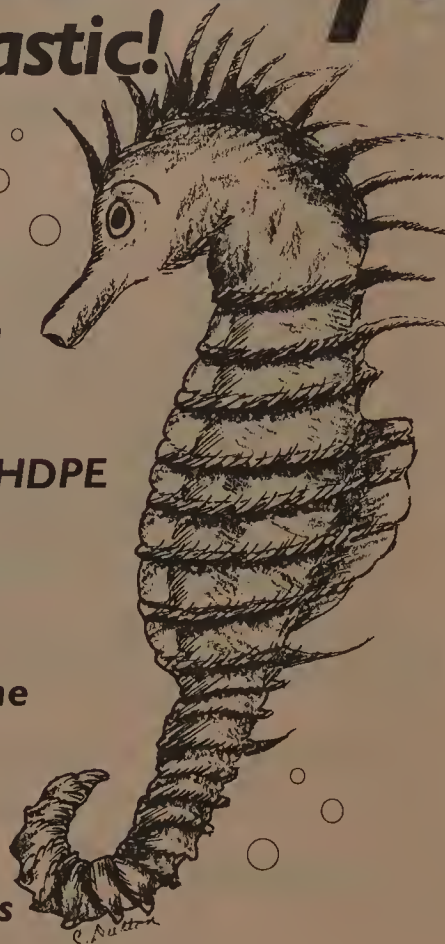
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LETTERS

licensed captains who are bunched together with those who may have licenses but don't have an on-the-water clue. In fact, there have been a couple of outstanding delivery skippers in Southern California who resolutely refused to get Coast Guard licenses because the testing is such a farce.

The first thing we look for in a delivery skipper is a long list of references from satisfied customers. The last thing we look for is a license issued by the United States Coast Guard. It shouldn't be that way, but that's the way it is.

NO ONE COULD TELL THEM THE WAY BUD COULD

You folks ran a great article about Bud and Gloria Frazee over a year ago. Did I miss anything in the magazine about them since?

If you have information, could you please give us an update? The Frazees are such terrific people that I'm sure lots of us back here would love to hear from them. I thought that by now we'd have read some wonderful adventures experienced by Capt. Bud and his wife. When it came to telling stories, no one could tell them the way Bud could!

Herman Hoberle
Pleasanton

Herman — We haven't heard from them since. But it's not surprising, as once people take off cruising, they often find they have much more interesting things to do than write letters to Latitude. But who knows, since the Frazees will soon learn how much they're missed, perhaps they'll put pen to paper for a few minutes.

ONLY ONE IN DANGER WAS THE YOUNG COASTIE

I have a great deal of respect for the Coast Guard and the men and women that serve in that branch of the Armed Forces. The job they perform has great value — especially if you're on the receiving end of a rescue.

Having said that, I'd like to tell a little story. On September 11, I chartered a boat from Club Nautique of Sausalito in an effort to entertain visiting vendors from Massachusetts. Both visitors were sailors and wanted to try sailing on San Francisco Bay. We left Kappas Marina at about 0930, and were about to pass Horizons Restaurant on our way toward the City when out of the corner of my eye I spied a large orange inflatable with three young Coasties aboard. Not wanting to be boarded, my two guests and I made sure we didn't initiate eye contact and perhaps encourage a boarding.

But it was Monday morning and there were no other boats around. So the Coasties pulled alongside, bid us good morning, and asked if we had any weapons onboard. Having received a negative answer, two young men boarded us and proceeded to check out our boat and papers. All three — the third stayed in the inflatable — were polite and proper about the whole process.

To appreciate the story, you must understand that prior to being boarded, we'd raised the main. So while the Coasties went about their business, we continued sailing toward the City at about 1.5 knots. Anyway, toward the end of the inspection, one of the Coasties stepped on the swim platform in order to find the hull serial number on the transom. You know what happened next: we heard the sound of a body entering the water, and then muffled curses from the 'warm' waters of the Bay. It seems that the ladder the Coastie had been using as a hand-hold had not been secured in the 'up' position. So he went in, holstered gun and all.

We all turned in complete shock. Should we yell 'man overboard!' with the Coastie inflatable right there, or just laugh? We opted for plan B, and laughed as the young Coastie pulled himself back on board with a few more well chosen words.

It's ironic that an inspection to protect us ended up endangering a young Coastie. Too bad there was no one on the water to witness this event, but it's one that neither I nor my friends will ever forget. And we doubt the young Coastie will be allowed to forget either. But if he's reading this, he should keep his chin up. If it's the worst that



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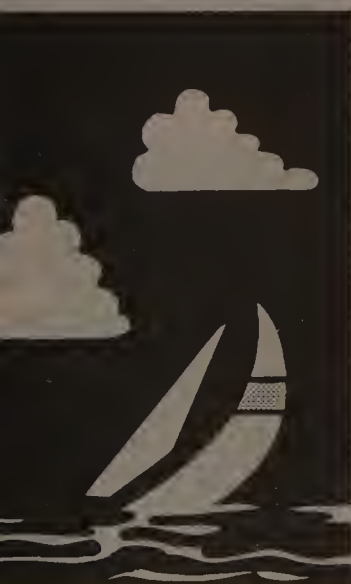
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LETTERS

ever happens to him, he'll be just fine. Besides, he made our day.

The rest of our time on the Bay was absolutely perfect. We had a little of everything: flat water, white caps, wind, calm — and a strong temptation never to go back to work.

Dan Eddy
Santa Rosa

⇅ AROUND THE WEST END OF THE STRING

Are drift nets legal?

One evening last July, while sailing southbound aboard our Tayana 37, we encountered what we believe was a drift net at 43° 20'N, 124° 43.12'W. There were a series of what looked like kerosene-fired lights mounted on buoys, and the buoys did not have radar reflectors. The lights seemed to be about two miles apart, and stretched out over a distance of about eight miles.

We tried to raise the control ship on VHF 16, but got no answer. Since we had no idea what the depth of the net sag was between the buoys, we elected to go around the west end. It took about two hours to get back on our original course.

Can a sailboat with a six-foot draft safely go between such buoys? Should the Coast Guard be notified of such obstructions?

Tom Bowers
Nipomo

Tom — Despite having made a number of phone calls just prior to going to press, we still haven't been able to get definite answers to your questions. Drift nets are illegal some places and legal others. Kerosene-fired lights on buoys? Nobody seemed to have heard of anything like that. Often, however, long liners put lights on top of buoys that hold the hooked lines they drop to the bottom.

Having failed to come up with satisfactory answers, can some of the commercial fishermen among our readership provide a little enlightenment? But until we're assured the contrary is safe, we'd give the buoys plenty of clearance.

⇅ GREAT OPPORTUNITY

Now that the summer of '95 is over, it's time to start thinking seriously about next summer — and that includes the 9th running of the West Marine Pacific Cup.

The Pacific Cup YC is looking for volunteers to be 'Boat Nannies' — who are assigned several boats and have the enjoyable task of welcoming race participants, relaying information about race activities, and assisting each boat with last minute details. Prior Pacific Cup experience is a plus, but not required. If interested, contact Mary Lovely (415) 441-4461.

In addition, if anyone is interested in a possible crew position, they may call Pat Lowther at (415) 564-6791. There are usually boats needing crew for either one or both ways.

These are great opportunities to take part in 'The Fun Race To Hawaii'. Those interested should call or write to: Pacific Cup YC, 2269 Chestnut Street, #111, San Francisco, CA 94123. Our address on the net is: URL <http://www.well.com/user/pk/fishmeal/html> — or you can find us at 'Call Me Fishmeal'. Select 'Pacific Cup & Tahiti Cup'. From there you can select 'Pacific Cup Newsletter'. Our plans are to provide up-to-date race preparation information, seminar and events schedules, as well as race results.

Pat Lowther
Pacific Cup YC

Readers — We don't know what it is, but in the last two months we've been deluged with long and detailed letters about fine work done at Bay Area boatyards. If we ran them all, there wouldn't be any room for any other letters. We're in the process of editing some of them down and will probably have to sprinkle them in Letters throughout the winter. We hope you readers, and the writers who praised the boatyards, will bear with us.

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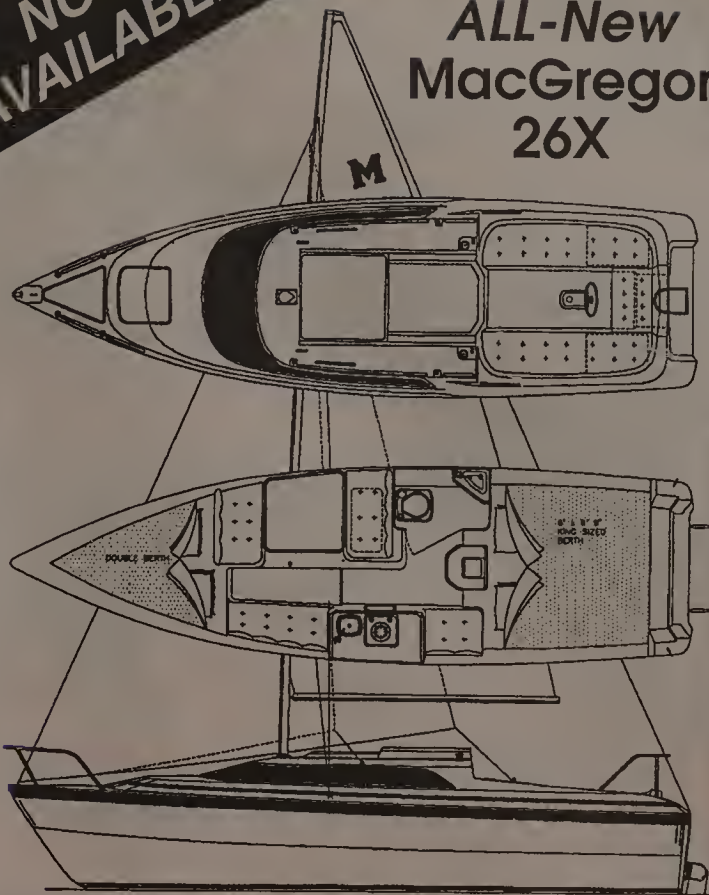
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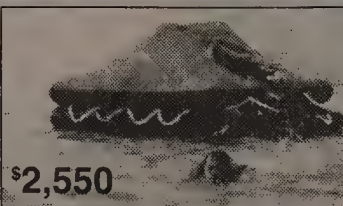
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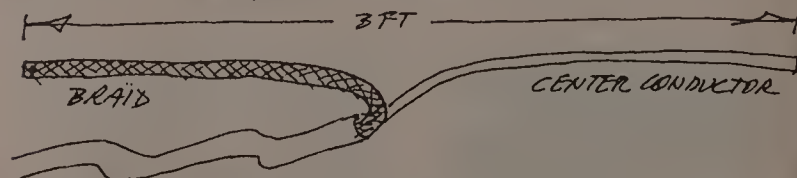
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LOOSE LIPS

Instant antenna.

The August '95 piece on the emergency antenna for VHF was very well done. There is, however, a very simple way to make a serviceable antenna out of the remains of your coaxial cable if your mast should fall down. Salvage however much cable you can after stowing or cutting away the rig and do the following:



- 1) Remove 18 inches of the outer jacket exposing the braid.
- 2) Bend the cable sharply at the point that the braid first appears.
- 3) Push the braid apart, and pull the center conductor out of it.

In effect, you now have a half-wave doublet antenna. The center conductor is a 1/4 wave and the braid is a 1/4 wave at 156MHz, the VHF marine band.

For short ranges, this antenna is effective in any position. For greater range, tie or tape the center conductor (bitter end up) to a non-metallic support — a paddle, boathook, whatever — and get it up in the air as high as possible.

Remember that VHF communication is line-of-sight and at 6 feet above the water, the horizon is only 2.8 miles away.

— rich wilde

Eight Bells.

We are sorry to report the loss of world-class sailor Ron Love, who was unexpectedly felled by a heart attack after a noontime basketball game in Minden, Nevada, on September 1. Ron was only 45.

A gifted helmsman, Love participated at the highest levels of racing in the last three decades. He was a regular at the SORC, Admiral's Cup, Bermuda Race and Sardinia Cup all through the glory years of IOR. Most recently, he was aboard Hal Ward's Andrews 70+ Cheval during her amazing jury-rigged finish of last July's TransPac.

Love and his family moved to Nevada several years ago with Omohundru, the sparmaker which has supplied masts to many grand prix and America's Cup boats. Ron was vice president and sales director for the company.

Love is survived by his wife Karin and four sons ranging in age from 2 to 13. Family and friends have established the 'College Fund for Love Children' to provide for the boys' continuing education. Donations can be made to The College Fund for Love Children, c/o Omohundru Company, 2393 Heybourne Rd., Minden, NV 89423.

Wrong about Long.

Last month, in a Sightings article entitled *Riding the Rocket* we, well, screwed up. In enumerating the accomplishments and history of Greg Ketterman and his innovative TriFoiler sailboat, author Dale Mead noted some of the speed records set by Ketterman creations, including the Russell Long-driven *Longshot I* and *Longshot II*. However, in an editing error — our fault — it sounded as though Ketterman himself was at the controls.

This was not the case. Long himself traveled far and wide with a support team (which often included Ketterman) to some of the windiest places on earth in search of the perfect flat-water run. These included sites in Canada, France, Spain and our own backyard, Bodega Bay. At these various locations, Long set records — many of which still stand — with the *Longshot* boats in several categories having to do with sail area (he simply changed sails for various runs), including 44.66 knots — more than 50 mph — set in Tarifa, Spain in 1992. As noted in the article, this speed has only been bested by one other boat, the current record holder *Yellow Pages Endeavor* of Australia, which has hit 46.5 knots. No sailing craft has yet topped the

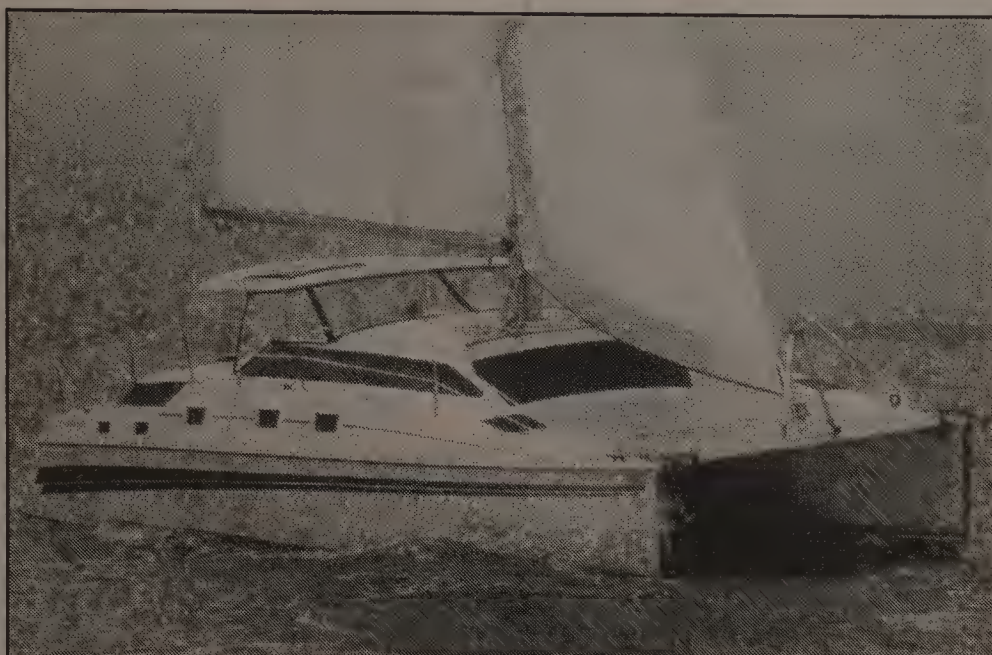
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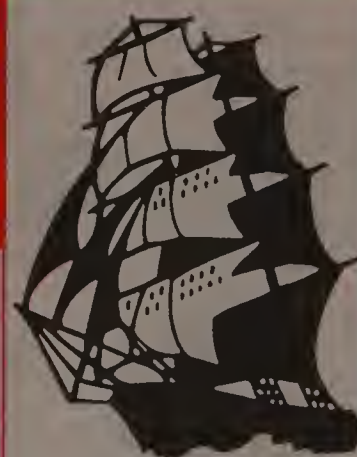
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LOOSE LIPS

mythical 50-knot mark.

Long also holds the record for the two-way mile, or 'nautical mile', as it's also known. In this category, a boat must complete two one-mile runs — one each way — on the same course within half an hour of one another. The speeds are then averaged. In Bodega Bay in April of 1994, *Longshot* — with Russell Long in the cockpit — broke a nine-year-old record in the two-way mile. His mark of 28.71 knots remains the one to beat.

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Long presently enjoys racing at a slightly less frenetic — and decidedly more social — level. Although he entered too late to win the season, he's won most of the HDA Division F races he's entered with his quick Corsair F-24 trimaran *Rakusu*.

Our apologies to Russell for last month's error.

Moitessier and Jones books to be released.

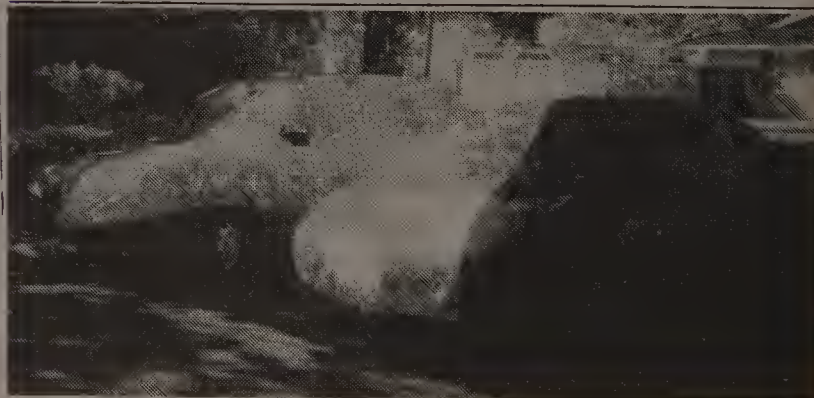
This fall, Sheridan House will publish two books which would fit well in any sailor's library. *Tamata and the Alliance* is a beautifully written memoir by famed French sailor Bernard Moitessier. It is translated by Moitessier's longtime friend, William Rodamor (who lives in Berkeley). The book is about sailing and the sea, Vietnam in the '30s, Polynesia in the '70s, and a lifelong 'alliance' between a man and the gods.

Bernard Moitessier lived an extraordinary odyssey. Born in French Indochina in 1925, he grew up in Saigon and a tiny village in the Gulf of Siam. He went on to become one of the best-known small boat sailors in the world, racking up many thousands of miles, most singlehanded, aboard his rugged steel ketch *Joshua*. He died on June 16, 1994 at the age of 69, and is buried in a small town in Brittany.

Tristan Jones died almost a year to the day later, on June 21, at the age of 71, in Phuket, Thailand. Born on a ship at sea in 1924, Jones left school at age 13 and returned to the sea, rarely to leave it again. He had three ships sunk out from under him in World War II — before he was 18! In the early '50s, he discovered voyaging and began to roam the world under sail. In the ensuing 40 years, he logged over 400,000 miles, at least half of them singlehanded, and completed four circumnavigations.

Jones wrote 16 books. His last, *Encounters of a Wayward Sailor*, will be available soon.

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— dave davis

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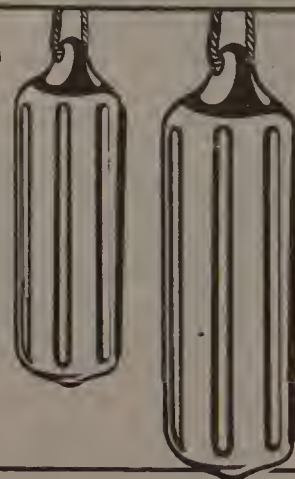
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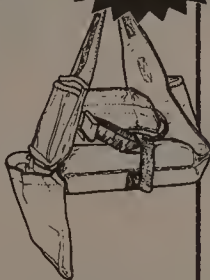
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SIGHTINGS

smoke on the water

"It would actually be more newsworthy if we *hadn't* broken the record," confessed multihuller Peter Hogg. He was referring to the recent 16-day, 17-hour, 21-minute run from Yokohama, Japan to San Francisco by Steve Fossett's 60-ft French-designed trimaran *Lakota*. "Given the boat, the crew, and all the high-tech weather routing help we had, it was fairly easy. As long as we didn't flip or dismast, we knew we would do it."

It was still a dramatic moment when Fossett, a 51-year-old adventurer, drove *Lakota* under the Golden Gate Bridge just after noon on Thursday, August 31. While Hogg handled radio communications, the two other crewmembers — professional sailors Ben Wright of Australia and Brian Thompson of England — lit off smoke flares and popped open a bottle of champagne. The 'James Gang' (all four men had the same middle name) had beaten the previous record of 21½ days, set 110 years ago by the clipper ship *James Stafford*, by almost five days. This despite light winds in the first half of the 4,525-mile trip that forced them to cut through the Aleutian Islands before diving south toward California. In fact, in venturing as high as 54° north latitude, *Lakota* may have been the first ocean racing multihull ever to transit the Bering Sea.

"It was a little chilly up there, about 40° air

continued outside column of next sightings page

a step in the

Two years ago, the FCC raised the fee for obtaining a VHF radio license from \$35 to \$115. The hike was supposedly made to

cover the increased cost of processing a one-page license application and issuing a call sign — which as we can all imagine takes thousands of man hours of research and backbreaking labor.

Not unexpectedly, hue and cry over the threefold increase arose from marinas around the land. The most oft-made point: Why pay almost as much for a license as it costs for a new VHF? A common backlash: don't even bother with a license. One irate owner with a sense of humor pointed out it would be better to communicate by cell-phone when possible and save the VHF for an



LATITUDE/ROB



right direction

emergency. Once used for an emergency call, just throw the radio over the side and get a new one. In the long run, it would be cheaper than maintaining a license.

Well, boaters' voices have been heard, though apparently none too clearly. As of September 18, the FCC has reduced the license fee to \$75. To *Latitude*'s way of thinking, this is still about \$70 more than it should be, but at least it's a step in the right direction.

More good news for those wishing to legally operate VHF radios may be on the horizon. Included in the FCC Authorization Bill (HR-1869) now before the House of Representatives is a provision to eliminate the VHF marine radio license fee entirely. An almost identical measure was included in the Senate's Telecommunications Reform Bill (S-652).

Differences in the two bills are expected to be worked out in a House-Senate conference committee sometime later this year. There's still plenty of time to contact your local representative and ask him or her to support the elimination of the marine radio fee.

continued middle of next sightings page

smoke on the water — cont'd

temperature," said Fossett, a securities dealer who lives in Colorado and works (mostly by phone, fax, etc. from wherever he happens to be) through a home office in Chicago. "We were a little worried about the light winds at first,



LATITUDE/ROB

'Lakotans', left to right, Peter Hogg, Brian Thompson, Steve Fossett, Ben Wright.

especially after being bogged down for most of two days. We made up for it later, though. We averaged 393 miles a day over one four-day stretch, and hitting a top day's run of 479 miles." The latter sprint — set in winds that averaged 12 knots at 90° true with almost flat seas — wasn't that far off the world record of 540 miles, set last summer by solo sailor Laurent Bourgnon aboard *Lakota*'s sistership, *Primagaz*. Both boats were designed by the team of Marc Peterghem and Lariot Prevost. Interestingly, two other sisterships out of the same molds played the bizarre armed multihulls in the Kevin Costner

continued outside column of next sightings page



LATITUDE/ROB

smoke on the water — cont'd

sci-fi movie *Waterworld*.

This was the third world record that *Lakota* has notched in less than two months, the other two being the TransPac (6:16:07) and the Hawaii-Japan leg (13:20:09). *Lakota*, named after a Sioux Indian tribe, also holds the records for circumnavigating the Isle of Wight (the original America's Cup course), Britain and Ireland, and Ireland itself. Future record attempts may include the San Francisco to L.A. run and the one mile world speed record, which is the average of two runs (each way on the course) within half an hour.

Interestingly, the *Lakota* voyages — which include a 5,000-mile solo Route de Rhum Race — are probably among the tamest of Fossett's various adventures. He's pushed the edge of the envelope in many other sports, including mountain climbing (he's summited six of the seven highest continental peaks, failing only in two attempts on Everest), car racing (24 hour Le Mans and the Paris to Dakar enduro through the Sahara Desert), dogsledding (three Iditarods), distance swimming (English Channel, Golden Gate, Alcatraz), running marathons and lots more. "A few hundred years ago, Steve would have been

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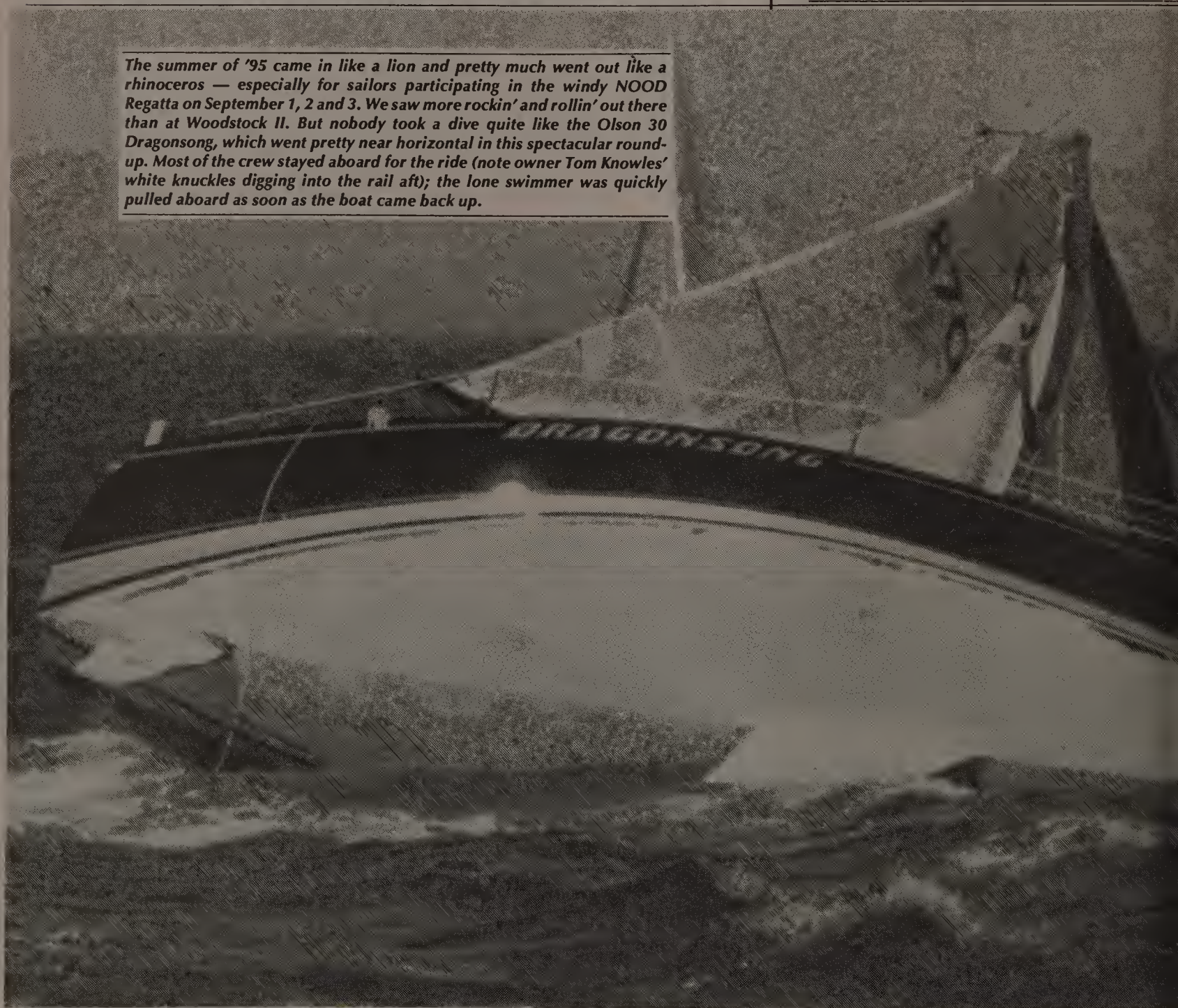
fleet

Military bases around the country may be closing and nuclear weapons may be going into the landfills, but a Bay Area tradition called Fleet Week is returning to San Francisco bigger and better than ever this year. Here's a quick look at just the on-the-water highlights.

Saturday, 10/7

10:30 a.m. — *Parade of Ships*. Led by the aircraft carrier *USS Carl Vinson*, this year's parade of Naval ships will include two cruisers, a destroyer, a 'fast frigate', an LPD ('mother ship' for landing craft), a submarine, a Coast Guard cutter, the Chilean Naval ship *CNV Lynch*, the Canadian Naval frigate *Annapolis* and the Bay's own historic *Liberty*

The summer of '95 came in like a lion and pretty much went out like a rhinoceros — especially for sailors participating in the windy NOOD Regatta on September 1, 2 and 3. We saw more rockin' and rollin' out there than at Woodstock II. But nobody took a dive quite like the Olson 30 Dragonsong, which went pretty near horizontal in this spectacular round-up. Most of the crew stayed aboard for the ride (note owner Tom Knowles' white knuckles digging into the rail aft); the lone swimmer was quickly pulled aboard as soon as the boat came back up.



week '95

ship, *Jeremiah O'Brien*. The parade will pass under the Golden Gate, proceed along the Cityfront and end in the vicinity of the Bay Bridge.

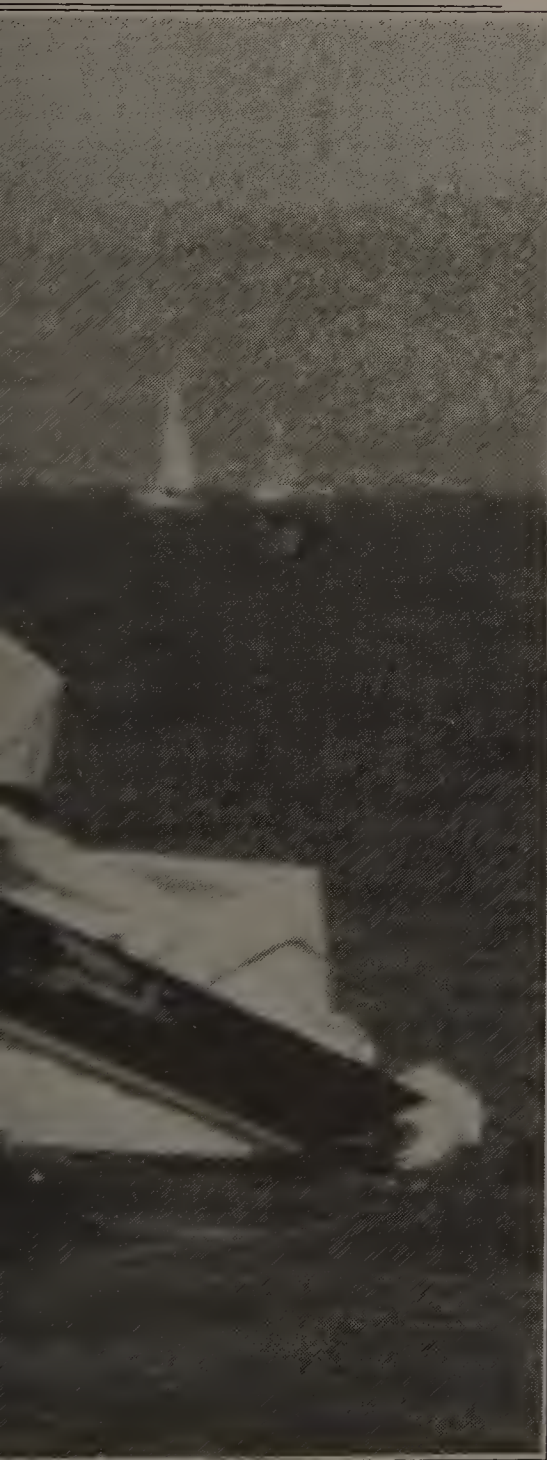
11 a.m. — In a second-ever event, the *Carl Vinson* will launch and land several fighter aircraft — inside the Bay!

11:30 - 2:30 — Fleet Week air show featuring the incomparable Blue Angels flying team performing over the Bay.

Sunday, 10/8

10:30 - 1:30 — The Blue Angels return for an encore show. (Both Saturday and Sunday's shows are contingent on good weather.)

continued middle of next sightings page



smoke on the water — cont'd

one of the great explorers," figured Hogg.

Lately, Fossett's main passion besides sailing is hot air (and gas) ballooning. Last February, he became the first person to solo across the Pacific, going from Seoul to Canada and setting the world distance record for ballooning in the process. This November, he'll undertake what may be his diciest challenge yet — the first-ever solo round-the-world balloon attempt. Like Fossett's previous adventures, the upcoming endeavor will be self-financed. He does these things more for the personal satisfaction than any notoriety they may generate.

Meanwhile, *Lakota* is pulling at her docklines in a far corner of Sausalito's Schoonmaker Point, waiting patiently for Fossett to turn his attention back to sailing. Thompson was staying with *Lakota*; boat captain Wright was in and out of town; and Hogg, unfortunately, is back to the daily work grind at his Mill Valley software business. You can be sure, however, that *Lakota* will smash more records — and her crew will have more good stories to tell their grandchildren — in the not-too-distant future.

life of brian, part II

Last month, we ran the first in a series of articles by 19-year-old Brian Caldwell Jr., who is presently engaged in an attempt to become the youngest sailor ever to circumnavigate the globe singlehanded. The son of longtime cruisers Jan and Brian Sr., 'BJ' departed Hawaii on June 1 aboard the Contessa 26 Mai (Miti) Vavau. He completed the 3,400-mile first leg of his journey to Port Vila, Vanuatu, in 34 days; and the second leg, a 4,400-mile nonstop run to Cocos Keeling, in 41 days. The following report was written enroute to Cocos and mailed from there. At this writing, Brian was about to complete the 2,300-mile sail to Maritius on September 29.

The price for having adequate trades across the expanse of the South Indian Ocean dictates a course some 12-plus degrees under the equator. Yet this time Murphy says, "You want wind? No problem! Ha ha ha ha..."

On August 25, halfway between Christmas Island and Cocos Keeling, the 'glass' climbs the ladder of millibars as the flow from the south begins. By the time it reaches 35 knots, the wind is amputating the wavetops. A giant southwesterly swell from the deep Southern Ocean joins the party to make directional stability impossible. With 30 percent of my normal canvas aloft, hope for progress is a free-for-all.

Murphy and I are actually just getting reacquainted. He'd been conspicuously absent for more than a week of wonderful twin-headsail running before a balmy trade wind — dolphins cartwheeling in the air as I labored to preserve the moments in memory forever. Prior to that, Murphy had been my constant companion since I'd left Vanuatu on July 17. His presence was especially felt on the harrowing passage to and through the Torres Strait — 140 miles of islands, shoals, reefs and unpredictable currents. My constant concern was punctuated by a few moments of sheer terror, such as when *Mai (Miti) Vavau* was racing down the bottleneck of the Bligh Channel at 8 knots and my Garmin 45 GPS stopped working. 'Poor coverage' the bitch noted as the hair on the back of my neck stood on end. Being a portable unit, I unplugged the external antenna and brought the thing topside. Bang! The sky was suddenly full of satellites. Praise the Lord!

I must concede, however, that Murphy's mischief at least shows a humorous side now and then. One night I came out of the 'pit' to look for ships. There was no moon and heavy overcast, so it was darker than a black cat in a coal mine. As I stood on deck waiting for my eyes to adjust, I suddenly got that feeling that someone was watching me. The 'someone' materialized as the biggest frigate bird I'd ever seen, which was perched a couple inches in front of my nose on the dodger. I was so shocked at first, thinking it was a person, that I half dove, half fell back down the companionway in fear. The next morning, he was still there, 10-foot wingspan and all. I'll bet my parents are still laughing over that story, relayed over the single sideband.

Back to the present. It's late August and my benevolent initiation into the

continued outside column of next sightings page

brian, part II — cont'd

Indian Ocean has finally ended. Over the shriek of wind in the rigging I hear the roar of the approaching comber and brace myself just as an explosion of water against the hull throws *Mai (Miti) Vavau* on her ear. No sooner are we back upright than we're flying down a vertical waterfall. Enough of this! In no time, I get the Para Tech Delta Drogue trailing some 90 feet off the transom and the boat is back under control — kind of.

Oh, what a night! Braced in the cockpit during the graveyard shift, it's a battle to keep the eyelids from closing. Then *SLAM* — I'm punched in the face by a flying fish that must have had afterburners. After wondering aloud how nice it would be to have a crew aboard, I fling the fish back into the inferno. Are we having fun yet?

I try to convince myself that, really, I'm pretty fortunate. I had, in fact, anticipated this roller coaster because I wanted to approach Cocos from the southeast versus northeast, which is what I'd have done if I'd stopped in Christmas Island. At least we're able to run with it.

While all hell breaks loose around me, I look up to see big seabirds riding

continued outside column of next sightings page

fleet week

Fleet Week festivities will also include the usual activities, including Navy Riverboat rides from 3 to 5 p.m. out of Pier 39, and open house aboard most of the ships participating in the parade. The ships will be docked at various wharves from the Bay Bridge on around to Pier 45, as well as in Alameda, for public inspection from Saturday through Wednesday. (One usual activity we weren't able to confirm by presstime was the blessing of the fleet, which normally takes place in Raccoon Strait on Saturday Morning.)

New events will tie in to Naval Air Station Alameda's continuing commemoration of World War II through the 'Legacy' series. These will include the Legacy Ball beginning



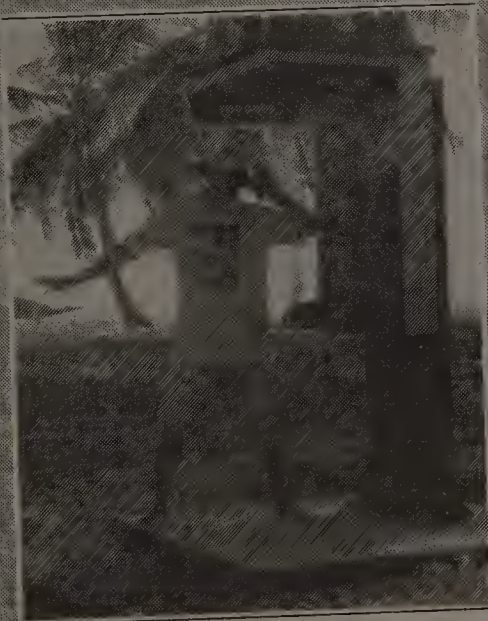
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at 7 p.m. at the Air Station. The public is invited to enjoy dinner, big band music and period displays.

Also, at 9 a.m. on Saturday, the aircraft carrier *USS Hornet* will re-enact the load aboard of the Doolittle Raiders, the brash squadron of B-25s led by Jimmy Doolittle that launched off the original *Hornet* to deliver a surprise attack on Tokyo in 1942. Doolittle, who was born and raised in Alameda, received a medal of honor for the daring raid.

There will be displays of vintage and modern aircraft, Navy diver demonstrations, and even a chance to 'meet the Blue Angels' at a special cocktail reception scheduled for

continued middle of next sightings page



Spread, 'BJ' in Cocos Keeling. Above, "What, 'Latitude' has become a sponsor?"

brian, part II — cont'd

motionless hundreds of feet above the water, oblivious to the maelstrom below. Or are they? There's a belief that the souls of deceased sailors reside in the great birds of the ocean. I'll buy it — any sailor in his right mind would prefer to ride out this weather up there instead of in this cork bobbing through the liquid mountain range below.

I wonder if I would be so indifferent to Mother Nature's outrage if I had the 'perfect' boat. Give me a Jean Finot design and I'll jibe toward Earth's sailing Hell and find out. Naw, it's winter, forget a report from the screaming 50s this time around.

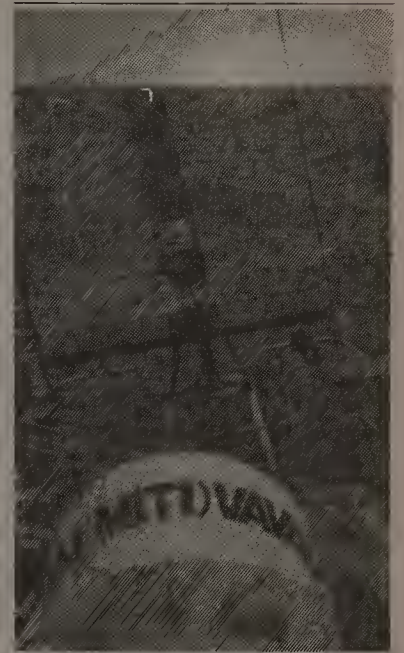
In my case, sailing success rests on a system of checks and balances. It's imperative that I befriend the lady before asking her out on a date. In this process, Murphy is the universal factor: I aim for the highest possible error and try to anticipate every possible thing that can go wrong — and what I'll do when it does. To minimize the risks, I've already skipped three possible stopping ports in case I'm stalled with breakages or whatever farther down the blue yonder road.

Am I a glutton for punishment? Maybe. But checks and balances indicate it's better for me to avoid the bureaucracy, red tape, navigational hazards, shipping and fickle winds of the red sea and Med — in favor of playing six days of Russian Roulette trying to reach Durban, South Africa, from the extremity of Western Madagascar. I can't remember all the tales, but a south-westerly gale there, in the heart of the Alguhas Current, means 60-plus-foot waves; 110 feet being the highest recorded on the 100-fathom line.

But let's not lose sight of the fact that small boats have made both passages with big smiles at the finish. And anyway, not one game or battle turns out to be half as bad as the anticipation.

So let's get on with it! I'll report on the tightrope walk in the next article, as well as Cocos Keeling and Mauritius. Hopefully, there will be as many beautiful island girls waiting there as my last 'pit stop' at Vanuatu, now 4,200 miles astern.

— brian caldwell, jr.



'Mai (Miti) Vavau sails the sunrise.

grand poobah and poobette of baja ha-ha '95 announced

Plans change, schedules fall through. At presstime, that was the regrettable situation for *Elmo's Fire*, the Ocean 71 that was to be the official escort and communications vessel for *Latitude's* second annual Baja Ha-Ha Cruisers' Rally, which starts off San Diego on October 30.

Serendipitously, our good friend, a great sailor and many-time Mexico cruiser Pete Caras got married a couple of months ago. Which in itself is a wonderful thing, and we wish he and Tracy all the best. What was even more wonderful is that they haven't had a honeymoon yet, but were thinking of heading down to Mexico with a couple of friends, Jeff Gething and Mark Miltenberger on Mark's *Ranger 33 Crescendo*. Well, one thing led to another and we're delighted to report that Pete and Tracy have agreed to be the Grand Poobah and Poobette of Baja Ha-Ha '95.

Neither Pete nor Tracy are strangers to adventure. Tracy, a Seattle native, bicycled all over Europe in the late '70s, and first saw San Francisco from the saddle of a bike when she pedaled down from the Pacific Northwest. She liked what she saw, stayed, began her own varnishing business and started sailing a lot. She met Pete when they shared a watch on Chuck Levdar's *Lapworth 40 Contenta* in the '94 Santa Barbara Race. Pete proposed a few months later

continued outside column of next sightings page

ha-ha poobah — cont'd

— in the middle of grinding the bottom paint off their present boat and home, the 1957 Alden cutter *Foxen*. The two were married July 30 on Harold Sommers' magnificent German pilot schooner *Wanderbird*.



Above, Pete and Tracy Caras ready for action. Right, bouncy start of first Baja Ha-Ha Cruisers' Rally in '94 was followed by great weather and better parties.

Pete started sailing as a youngster, but got his first exposure to the cruising lifestyle as a Navy SeeBee in the late '60s. He was stationed on remote Diego Garcia Island in the Indian Ocean, and when a typhoon brushed by, three cruising boats used the little cove near the Navy base for shelter. "We had every type of machine shop and fabricating shop you could imagine," laughs Pete. "When they found that out, they ended up staying for about six months and we fixed *everything*." After sharing a few off-hour sails with the adventurers, Caras decided, "That was the life for me."

A career as a cross-country trucker after the Navy didn't leave much time for sailing, but Pete squeezed in what he could. In 1981, he and a partner bought a dilapidated Herreshoff 28 named *Manuia* and slowly restored it to sailing condition. When deregulation of the trucking industry loomed in the mid-'80s, Pete retired from the road and, with his partner, headed to Mexico aboard the boat for a little R&R. The partner returned to the States soon after arrival and Pete continued on solo, eventually running into Bob Hussey, a grizzled veteran of the *mañana* coast. Bob came to be both a friend and mentor who showed Pete 'all the places' on his year-long stay in Mexican waters. The two shared many crazy adventures in that and many Mexico trips afterward. Caras still laments Bob's passing at age 80 earlier this year.

In the years since that first cruise, Pete has made both a vocation and avocation of sailing. He's done deliveries all over, and has gained an enviable reputation as one of those guys who can fix anything. At one point, this ability led to perhaps his strangest assignment: engineer aboard the Irwin 52 Cutter *Edge*, which was owned by Moody Blues drummer Graham Edge. "The boat

continued outside column of next sightings page

fleet week

Friday, October 6 at 7 p.m.

For a complete schedule of events, keep an eye on your local newspaper in the days

laser on

Sunday morning could not come soon enough. On Saturday, September 2, the wind on Lake Almanor had been glorious and strong. Some friends and I had sailed (and capsized) our Lasers all over in preparation for Sunday's Tour de Lac Regatta. If we had the same wind Sunday, I'd have this lake in the palm of my hand!

The day dawned and the wind came. I had my new sail on. I had my rigging right. At the start, I surprised myself by keeping up



— cont'd

leading up to Fleet Week. For more immediate information, call (415) 263-0332.

stun

with most other boats. Looking behind I saw half the fleet. I was flying! No more last places. No more DNFs. It was exhilarating.

Two-thirds of the way to the first mark, on a thrilling ride with lots of weather helm, a puff knocked me over. I thought it was great fun: release main, jump on boom, hop over top, stand on centerboard and jump back in as the boat comes back up. Practice perfect. It looked good and *I didn't even get wet!*

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ha-ha poobah — cont'd

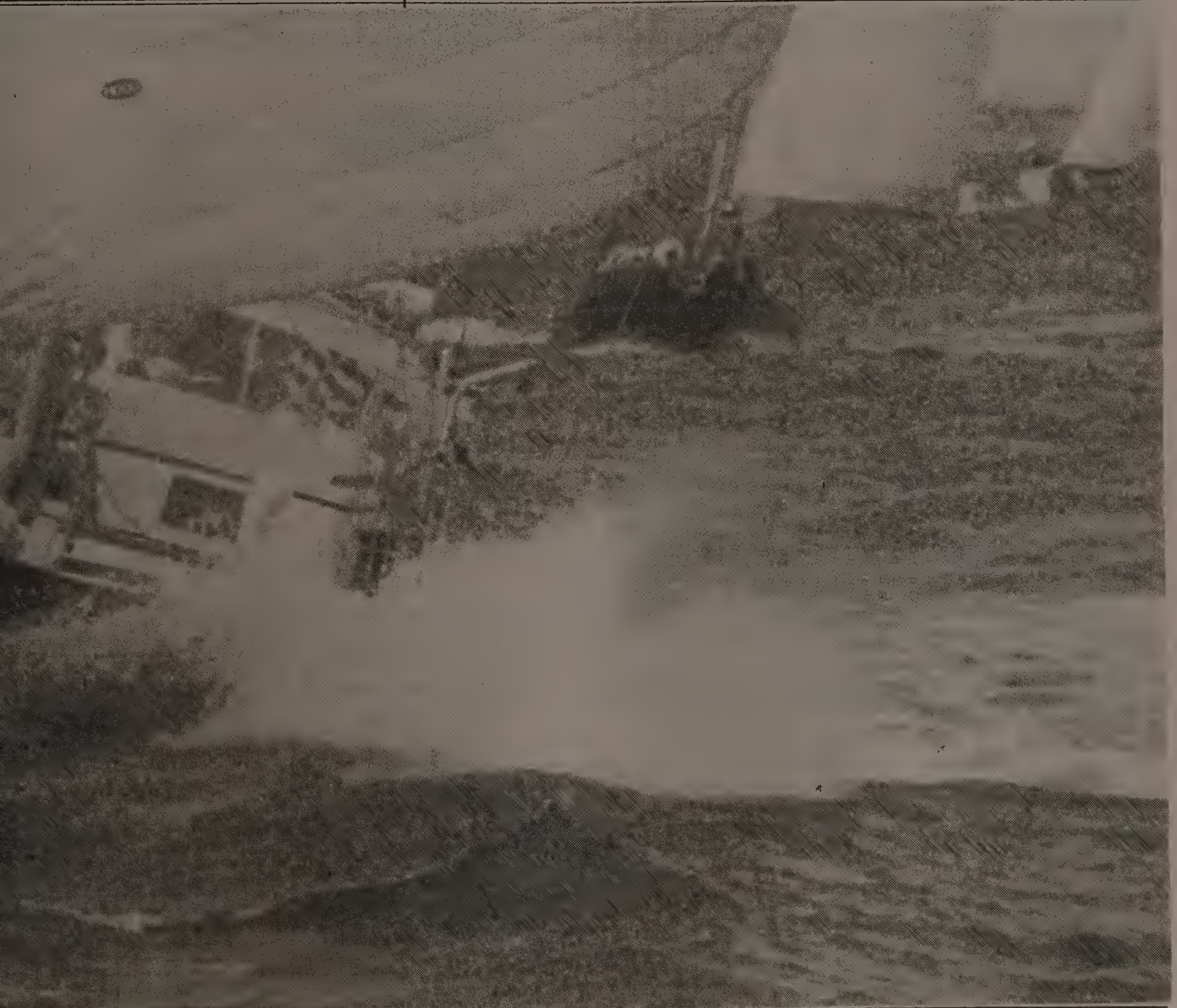
had 150 videos, 500 books, 3 air conditioners and not one stereo or music player of any kind. Graham didn't like music played aboard, and he didn't like heat. Even in the tropics, it was always freezing down below on that boat." Currently, Pete swings wrenches for List Marine, a marine engine service based in Sausalito.

He dabbled in racing the H-28 and Tom List's *Polaris* in several Master Mariners, breaking into more serious racing about 10 years ago aboard Bill Riley's Olson 25 *Pearl*. His last racing assignment was pitman on Gething's custom Ross 35 *Revs* before the boat was damaged in a collision during last month's Big Boat Series (Pete was not aboard that day).

But if the truth be told, says Pete, he's always preferred the more leisurely pace of cruising to racing. Never a couple to be constrained by convention, Pete and Tracy can hardly think of a more fun way to spend their honeymoon than with a bunch of like-minded cruisers headed to Mexico.

Their cruising companions are hardly hurting in the experience department either. We first got to know Jeff Gething six or eight years ago when he'd sail his Olson 30 *Vorticity* past us — routinely — in that one design fleet. Two

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"THE SPORTS FISHIN' PEOPLE"

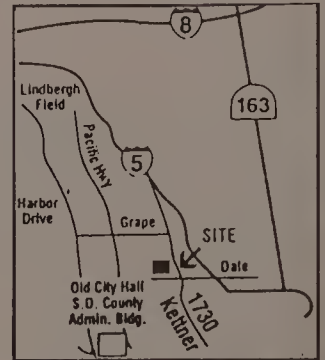
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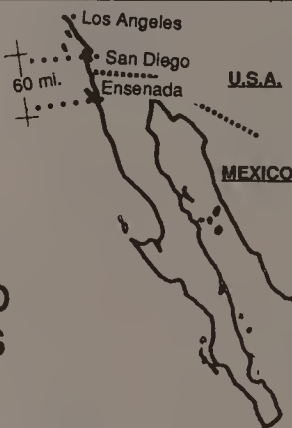
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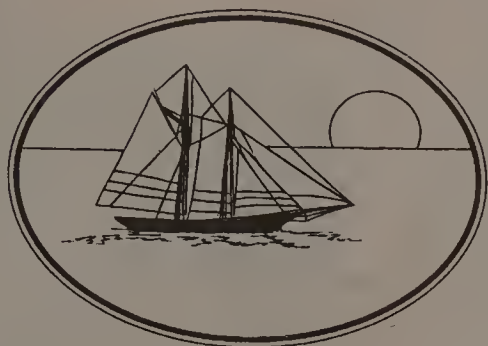
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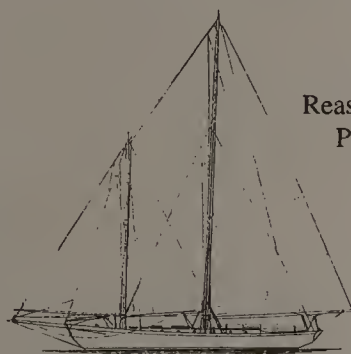
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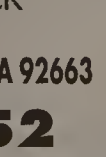
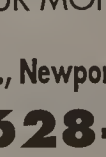
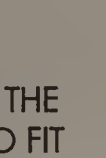
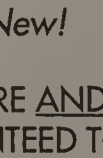
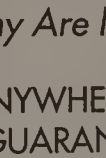
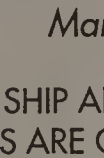
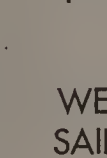
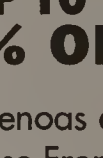
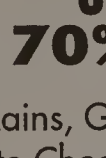
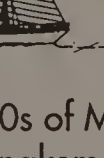
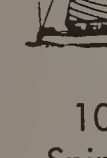
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ha-ha poobah — cont'd

years ago, he graduated to 'big league' racing with *Revs*. A veteran of several Mexico races, Jeff is looking forward to the more relaxed pace of sailing offered by a cruise south of the border. Mark Miltenberger, *Crescendo's*

1995 Baja Ha-Ha — Additional Entries

<u>Yacht</u>	<u>Design</u>	<u>Owners/Crew</u>	<u>Homeport</u>
<i>Amazing Grace</i>	Valiant 40	Al Parker	Saratoga
<i>Black Swan</i>	Swan 44	Darrell & Sandi Frank	Morro Bay
<i>Chyron</i>	Westsail 42	Carl & Janice Paul	Sausalito
<i>Coyote</i>	Freedom 44	Fred Evans & Diana Redwing	Ft. Bragg
<i>Daydream II</i>	Hans Christian 38T	Bill & Leslie Caughran	San Jose
<i>Daydreamer</i>	50' FD 12	John & Dianne Olson	Anchorage, AK
<i>Different Worlds</i>	Valiant 40	Debbie & Al Farner	Pt. Richmond
<i>Doodah</i>	Coronado 35	Charlie & Virginia Ross	Bakersfield
<i>Grenadler</i>	Irwin 42	Greg Mercer & Barbara Worsley	Vancouver
<i>Gypsy</i>	Harden 45	Kevin & Christi Woodhead	San Diego
<i>Hae Twen</i>	Taswell 43	Chen Liang-Hsia & Peter Smith	Miami
<i>Indigo</i>	Santana 35	Tim Adams	Park City, UT
<i>Interlude</i>	Tayana 37	Ken & Carol Pierick	N/A
<i>Island Trader</i>	36' Union Polaris	Tom Lebanik	Newport Beach
<i>Moonshadow</i>	Valiant 40	Ned & Jean Pugh	Washington
<i>Joe</i>	Hunter 54	Chuck Beazell	San Jose
<i>Journey</i>	Columbia 41	Dale & Alice Paquin	San Diego
<i>Lucky Lady</i>	Cavalier 45	Hicks & Hadley	San Diego
<i>Nauty II</i>	Cal 39	David Dupzyk	Mar Vista
<i>Negotiator</i>	Gulfstar 44	Louis & Margie Kaufman	Seattle
<i>Phantasie</i>	Island Packet 38	Jim & Nancy Kleinschmidt	San Francisco
<i>Pipe Dream</i>	Ericson 29	Ben Doolittle	Sausalito
<i>Raliki I</i>	Hunter 336	Patricia Hunter & Drew Hilts	Vancouver
<i>Ragtime</i>	CT 41	Rodger Thomas & Ronnie Jacobs	Sausalito
<i>Sea Beast</i>	Cal 34	Tom Lyon & Chris Byles	Shell Beach
<i>Seychelles II</i>	Pearson 365	Nancy Barrett	Sausalito
<i>Sunshine</i>	Chris Craft 35	Dave Martin	Fort Bragg
<i>Synergy</i>	West sail 43	Richard Williamson	Long Beach
<i>Syrena</i>	N/A	Voytek & Pauline Dolinski	Lawrence, KS
<i>Talia</i>	Cal 34	Jim Meeker	Redwood City
<i>Valhalla</i>	Hardin 45	Dan & Margie Valles	Long Beach
<i>Virago</i>	Roberts 55	Gabriela & Werner Kid	Daly City
<i>Wanderlust</i>	45' wood schooner	Terry Lintz & Kit Frush	Redwood City
<i>Washatch</i>	Kelly Peterson 44	Vince DeSimone	Park City, UT

Sponsoring businesses are: *Almar Marinas*, California & Mexico; *Barnett Insurance*, San Diego; *Bob Rice's Weather Window*, Newport, RI; *Cruising World Magazine*, Newport, RI; *Data Rescue Services*, San Francisco; *Downwind Marine*, San Diego; *U.K. Sailmakers*, Alameda; *Waypoint*, Alameda; *West Marine*, Watsonville (Nationwide); *Yachtfinders/Windseekers*, San Diego.

owner, is also a longtime Bay Area racer, cruiser and avid fisherman. This will be his second trip to *mañanaland* on *Crescendo*.

In other news, we are both pleased and stunned to note that at presstime, the Baja Ha-Ha Cruisers' Rally was up to 88 paid entrees. Last month, we ran the names of the first 56. This month, we complete the entry list, which also includes the various sponsors who have generously donated various products and services to help insure the success of the event.

Attention all entries: You should have received your race packet by now, which is complete except for race instructions. Those will be handed out at our Halloween party for Ha-Ha entries, which will be held October 27 at Harbor Isle Marina in San Diego. This will also be the deadline for participants to have all their paperwork and crew releases turned in to us.

See you all in San Diego!

marilyn who?

We all saw the video clips of what St. Thomas looked like after hurricane Marilyn blew through with 125-knot winds last month. It reminded us of the footage from Viet Nam after the B-52s finished up a day's work.

"There goes our Virgin Islands charter for this winter," is probably what went through a lot of readers' minds. Well, here's photograph proof that that just isn't the case.

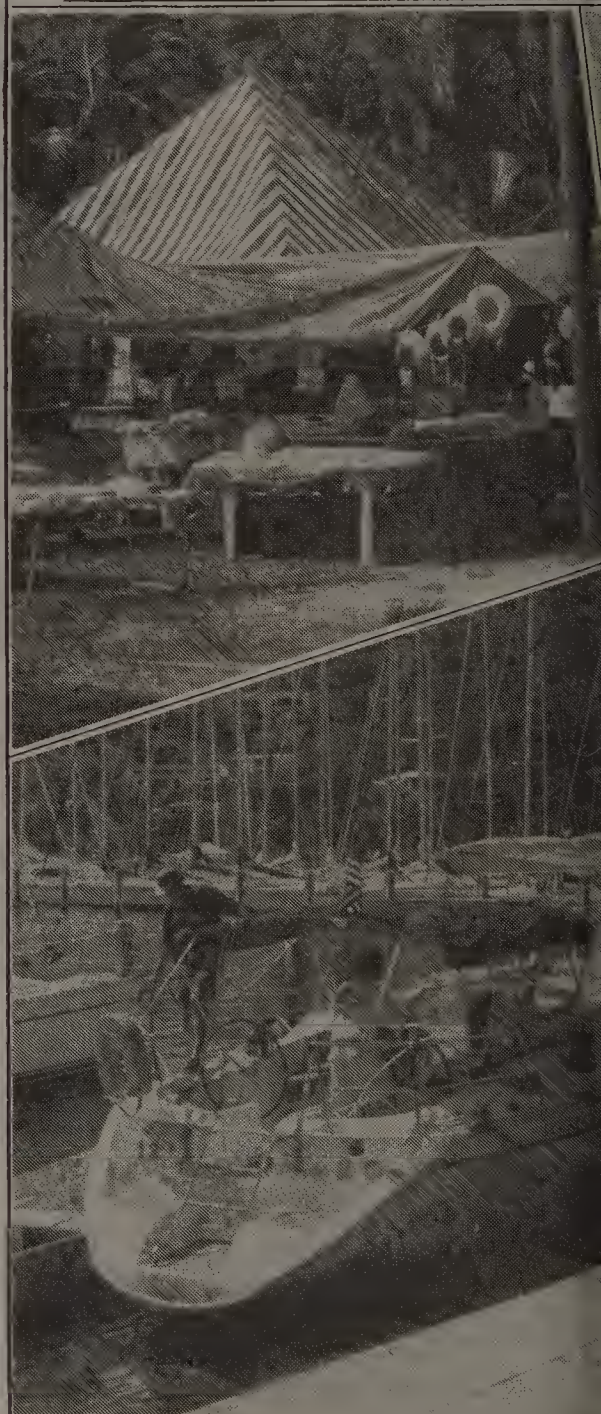
The majority of bareboat chartering is done out of Tortola in the *British*

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laser

After rounding the first mark, the wind began to pick up even more. My hands were getting tired from holding the tiller. I started holding on with my bent leg and hand. I was beginning to fight the wind. I was winning. I made great progress despite the fact that it was beating up my body on every wave.

I turned north around the point. With the wind at my back, I really started to fly. I was leaving other boats farther and farther behind. The waves were picking up and I later found out that several smaller boats dropped out and headed for the dock. My Laser flew on. I was in a euphoric state, hiking out all the way, sitting as far back as possible. The boat got airborne three separate times — we were coming off the back of one wave and jumping to the next. I'd almost lose the boat



— cont'd

each time because the centerboard and rudder would be out of the water.

At first the boat vibrated and hummed. Then I started going so fast that there was no sound from the Laser. I glanced at the water and saw that the bow wake was at my butt, just two feet from the stern. I had never traveled so fast in this boat. It would have been heaven had I not been so tired.

It wasn't until I rounded the second mark that it finally registered: this was way too much wind. The next second, I went over violently. I was pitched — no, *launched* — into my sail, all 220 pounds of me. I took a mouthful of water. There were 2 and 3-foot whitecaps rolling over the boat. I made my way to the centerboard and hauled myself

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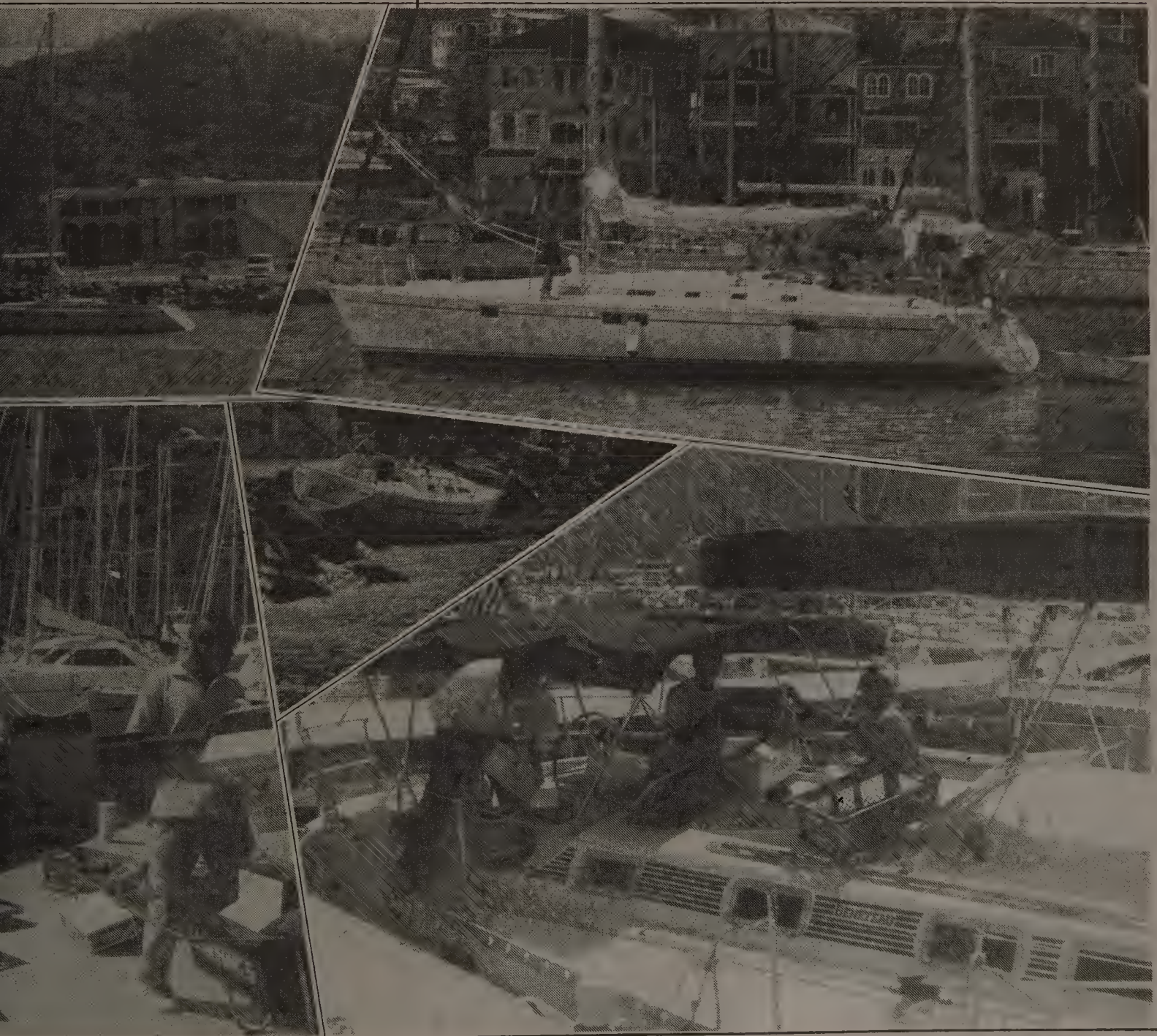
marilyn — cont'd

Virgin Islands, which are about 20 miles from *Marilyn's* ground zero, Charlotte Amalie, St. Thomas. And when it comes to hurricanes, just a few miles can make all the difference between total devastation and negligible wind damage.

While Tortola and the British Virgins got a lot of breeze from *Marilyn*, it wasn't nearly as bad as *Luis*, which passed with 90-knot winds the week before — and which had everybody in 'hurricane mode'. The result? Only a couple of private boats damaged, roofs still on buildings, and prospects for the winter bright as the summer sun.

The accompanying photos were taken three days after *Marilyn* hit St. Thomas. Clockwise from the top left, the photos show a hat & curio stand catering to tourists who just poured off a cruise ship; a Moorings charterboat headed out the channel on charter; Maurico Preece (of Chile) motoring out for his charter aboard the 44-ft *Mountain High*; Norman Dedeluk loading stores on *Wishing Star*; and Pat Bickford leaving the dock at the Moorings' base for the start of a week-long charter aboard *Lady Katherine*. The boat on the rocks in the center is one of the two previously mentioned private yachts damaged by *Marilyn*.

continued outside column of next sightings page



marilyn — cont'd

The folks at The Moorings were good enough to rush these photos to *Latitude* — at our request — so we could show you that not only would the Virgins be ready for normal chartering come the high season in December — they were actually back in full operation on Sunday, the day after the storm! By the time you read this, 81 boats full of airline pilots will have gone out on their annual regatta. And this 'ready to do business' status doesn't just go for The Moorings, but all the rest of the major charter outfits.

So while your hearts naturally go out to the folks of the U.S. Virgins — who really got pummeled — the passing through of *Marilyn* doesn't mean you have forgo a winter cruise to Foxy's, West End, Norman Island, Spanishtown, Cooper Island, the Baths, Sandy Cay, Cane Garden Bay, the Bitter End YC — or any of the other fine spots. The close connection between the British Virgin and U.S. Virgin economies means that by chartering in the British Virgins this winter, to a certain extent, you'll be helping those in the U.S. Virgins get back on their economic feet.

In fact, if you've ever wanted to do a winter charter in the Virgins but without the crowds, this may be your best opportunity. While everybody else assumes the British Virgins are trashed, you'll know better, and be able to get first choice on boats, shoreside attractions, and to a certain extent, airline seats.

Flash: More good news — some of the St. Thomas charterboat fleet also survived the storms of September. According to Anne Jachney of Caribbean Yacht Charters, part of the strategy that saved a number of boats was to take them back into the mangroves and pad them amply with tires salvaged from the local dump. Crews even went so far as to remove lifelines and stanchions from the boats to reduce windage.

continued outside column of next sightings page

laser

up, no longer an easy task as I was pounded against the board and upturned hull. The mainsheet was wrapped around my leg. I gave it one big heave and the boat came back up. I pulled myself in and immediately put on my lifejacket.

I don't remember how long I sat in the pitching and yawing *Laser*. I was very tired, on the verge of exhaustion. I thought if I could just rest awhile, everything would be okay. But I couldn't rest. I was getting beat up just sitting there. "Keep going," I thought.

I made it about 200 yards before being blown over again. I could not understand the situation — fully 3/4 of the sail was luffing. How could I go over? Why am I in the water?

"Get in the boat, Matt!" I heard myself say. A wave hit the hull, knocking the deck into my face. The boom whacked me in the back of the head, then on the neck. I made my way to the centerboard. I barely pulled the boat back up in the ever increasing wind, swallowing more water in the process. I barely had enough strength to pull myself in.

I didn't make it another 50 yards. More water down the pipe, more whitecaps. The *Laser* turtled. I was getting bashed against



— cont'd

the boat. No hand strength left; I'd been fighting that tiller too long. No arm strength left from holding the main. No gut or leg strength left from all that hiking out. Nothing left. . . absolutely nothing left.

The waves kept hitting me. I kept going under. The only thing I could muster was to bite down on a line so I wouldn't get separated from the boat. Oh God, I thought, is this what it's like? I can't believe it! I've gone 70 mph in a car on a race track, 155 on a motorcycle. I'm always in control. I always know what's happening. Now, over the wave crests, I watch the other boats sail off. I'm alone. For the second time in 33 years, I ask myself, "Is this what it's like to die?"

I spot a sail 50 yards away, coming toward me. I scream for help, over and over. Can they hear me? I see two people on deck, working on a sail. Does that mean they're coming to get me? I scream as loud as I can. They wave. Oh God, there's the out. I win. I'm saved. I put the line back in my teeth and watch their progress.

Steve and a young lady in a Cal 20(?) pull alongside and start circling me. Steve jumps

continued middle of next sightings page



marilyn — cont'd

The boats that did survive came through better than many hotels. In fact, following the storm, the charterboat fleet 'opened its hatches' to tourists on the island, allowing those who had to leave damaged hotels to 'room' on their boats for several days until things got straightened out.

big and beautiful

One does not normally associate a Payless Drug Store with two of the most elegant big sailboats ever to visit the Bay Area. But that's what patrons of the Payless at the corner of Blanding and Tilden in Alameda are getting treated to. The property adjacent to the store, you see, is Stone Boat Yard, where work is ongoing to the 140-ft ketch *Heitaros* and the 180-ft *Adix*. For the past several weeks, one or the other of these beautiful boats has been parked at Stone's holding dock along the Estuary, in full view of Payless patrons.

Since representatives for *Adix* — which will be getting a new teak deck at the yard — were out of the country last month, we're going to save a writeup on that lovely lady until next month.

Despite the fact that she is the smaller yacht, however, *Heitaros* is no less impressive. Looks-wise, she is essentially a blown up *Ticonderoga*, designed by Bruce King and built by the German yard of Abeking and Rasmussen over a two-year period from 1991-93. The hull has been cold-molded of six layers of mahogany over laminated frames, with lavish use of teak on deck and a keel/centerboard trunk made from one pouring of pure bronze. The centerboard is likewise solid bronze, and when down, gives the boat all the windward advantages of a 30-ft draft. When up, *Heitaros* draws a diminutive 10 feet — which may not sound diminutive until you remember her 100-ft waterline.

Above decks, modernity takes precedence. The big ketch's spars are all carbon fiber, made by Southern Spars of New Zealand. The sails are all roller furling Hood products (the main and mizzen stow in their respective booms) which have little problem carrying the boat along at a 10 knot average in decent breeze.

Below, *Heitaros* looks like a cross between a turn of the century gentleman's club and a cathedral. Sumptuous use of red Burbinga mahogany (which must be exotic; we've never even heard of it) and specially-painted murals blend together to suggest an era long gone when all ships were wood and the men who sailed them were iron. Tickling our particular fancy were two large 'skylights' that more resembled stained glass domes. Anyone wanting a bit more air below need only turn a special crank, and a hidden worm gear lifts the entire dome.

Heitaros is in the yard for work to the centerboard trunk. Apparently, some cracks have developed, and to repair them, the Stone crew needs to remove the board. How do you remove a 26-foot-long, 13,000-pound centerboard? You jackhammer the concrete away from under the marine railway and dig a hole. Then you pull the boat over it, remove some supports from the railway car and lower the keel into the hole. After repairs are made, you simply reverse the process. Ow! We think we threw our backs out just writing about it.

There is much more to a boat like *Heitaros* than we can do justice to here. For more details, check out the September issue of *Boat International*, the British magazine in which she is featured. Then look around for some prescription that needs refiling and take a drive out to Payless for a look at a couple of the most magnificent sailboats you'll ever lay eyes on.

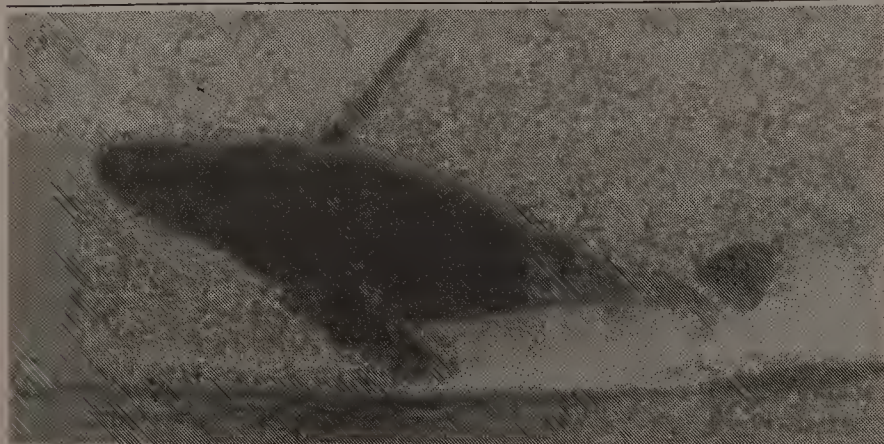
short sightings

OFF HALF MOON BAY — That's where David Plourd and Peter Mauthe were when this whale breached about 50 yards from their boat, *Bambina del Mare*. The occasion was Oakland YC's annual bluewater cruise to Half Moon Bay, Monterey and Santa Cruz in July. Aware that boaters are not supposed

continued outside column of next sightings page

shorts — cont'd

to get too close to whales, David and Peter were observing what they report were two grays (the photo looks more like a humpback to us, but what do we know?) from a distance when the northbound whales turned around and



joined the *Bambina* and the other southbound boats for five to ten minutes of surfacing, blowing, fluke-waving and — as you can see — breaching. At times, they came within 75 feet of *Bambina*. They then turned around and resumed their northerly trek. "You could watch the Discovery Channel for years and never get such a treat," noted David.

NORTH ATLANTIC — The luxury liner *Queen Elizabeth II* was hit by a 95-foot "tidal wave generated by the remnants of Hurricane Luis" as the ship crossed the North Atlantic last month. We run that description in quote marks because anyone who knows anything about hurricanes and/or tidal waves knows it doesn't make any sense. At presstime, it's the only information we had; we'll try to have the real story by next month. Whatever the *QEII* was hit by was big and scary, that's for sure. Captain Ronald Warwick said, "It looked as if we were going straight into the white cliffs of Dover."

SACRAMENTO RIVER — Love 'em or hate 'em, jet skis are probably here to stay — at least until the next IFW (irritating fad watercraft) is invented. And 'here to stay' isn't just a figure of speech, either, as is currently being demonstrated by a court case in which the City of Redding is involved. Seems back in 1990, the city imposed a ban on the buzzy little monsters on the Sacramento River within city limits. Unfortunately, that same year they obtained federal funds to build a boat launch facility on the River. Last month, the U.S. Court of Appeals ruled that a federal law could be used to sue the City of Redding, stating that cities that build boating facilities with federal funds must give jet skis the same access as powerboats.

FLORIDA, VIRGINIA AND CONNECTICUT — Those are the sites of nine new West Marine retail stores opening by the end of the year. Specifically, the stores will be in Stuart, Sarasota, Pensacola, Key Largo, Fort Walton Beach, Daytona Beach and Clearwater, Florida, as well as Virginia Beach, Virginia and Mystic, Connecticut. These new outlets will bring the total number of West Marine chandleries to 71 nationwide. The company has definitely come a long way since founder Randy Repass began selling rope out of his garage in Palo Alto in 1968. West Marine, Inc., also operates successful catalog and wholesale divisions, offers stock that has doubled its value in a little more than a year, and will probably open the first marine store on Mars if they ever find water there.

THE WORLD'S OCEANS — In recent years, many of the world's fisheries have collapsed from overfishing. Based on past cases like that of the Pacific Sardine, which has yet to recover despite fishing restrictions, experts worried that some populations had dropped below the ecological 'point of no return'. However, a recent report in the journal *Science* suggests otherwise: that populations such as cod and flounder — which have been decimated off the Grand Banks in recent years — will recover if managed properly. Their find-

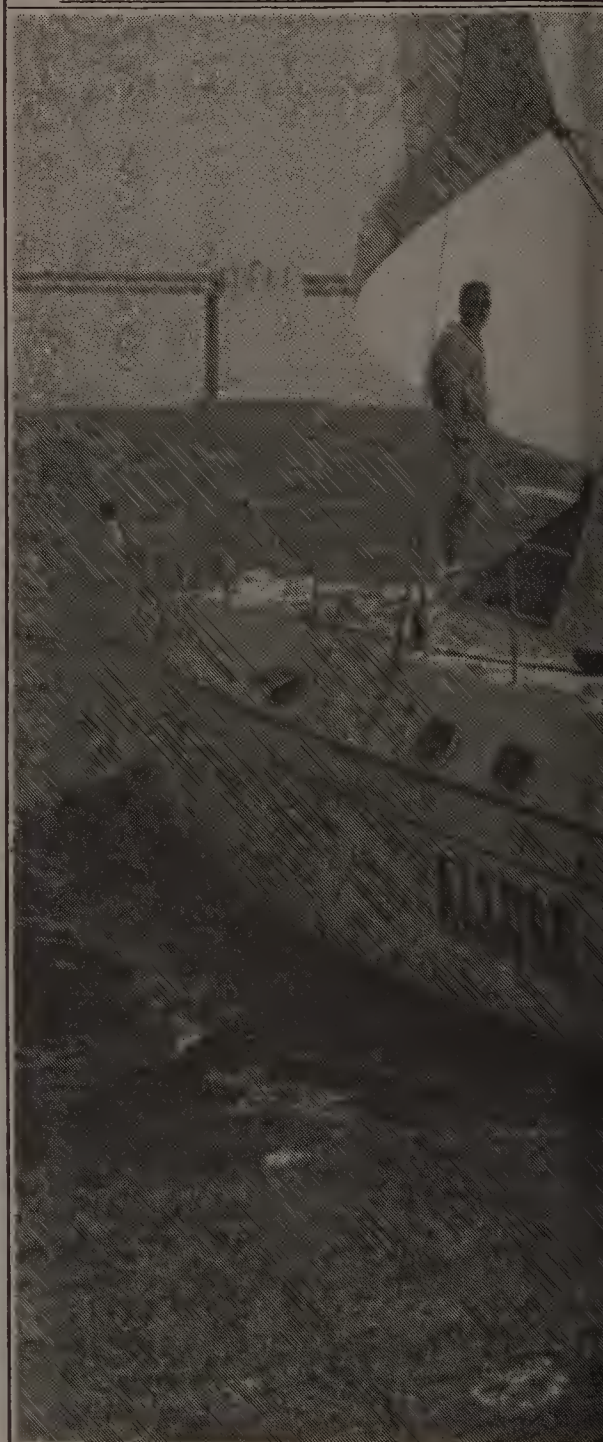
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laser

in and tries to right my boat, but there's too much wind. He starts to untie lines to make it easier. I tell him to leave the boat, get me out of the water.

With the last of my strength, I haul myself up the Cal's boarding ladder and collapse into the cockpit. Without that ladder I never would have been able to do it. Steve succeeds in securing a line to my boat and we start to head in.

From the relative height of the cockpit of Steve's boat, I see the full picture. The wind has whipped the lake into a froth. There is no way I could have made it home in these conditions. All I can do is lean against the combing, hold myself upright and move a bit when they need to pull a line. My body is



— cont'd

exhausted and I can't stop shaking.

I would like to thank Steve and the young lady with the headache for saving my life. I honestly believe you would not be reading this if they had not come to my rescue. And I would like to share the lessons I learned, in the hope that they may help someone avoid a similar experience — or worse. 1) Wear a lifejacket in anything beyond the lightest conditions; 2) Assume conditions will get worse before they get better and plan accordingly; 3) When your body tells you it's had enough, it's had enough; 4) The time to get off the water is as soon as you wonder if you should.

— matt chitica, laserhead #93364

shorts — cont'd

ings were based, among other things, on the fact that many types of fish produce more young when the general population declines.

CORINTHIAN YC — Several months ago, we reported that *Freda*, the Bay's oldest yacht, had been donated to the Sausalito-based Sea Training Institute. The gaff sloop, which was built by shipwright/bartender Harry Cookson on the beach in Tiburon in 1885, was formerly owned by Diane and Jerry Brenden, who kept her in bristol condition and raced her yearly in the Master Mariners Regatta. The Sea Training Institute plans to do that and more. The boat is now berthed at the Corinthian YC, literally across from the beach where she was built, and STI has announced the formation of Friends of *Freda*, an organization dedicated to maintaining, restoring and sailing the boat — along with STI's mission, which is to foster knowledge of our waterways through the use of traditional vessels. The organization also runs the Sausalito-based tallship *Hawaiian Chieftain*. If you want to learn how to become involved in the Friends of *Freda*, contact STI director Gretta Lutz at (415) 459-5910.



In a brief across-the-water conversation, we learned that 'Allure' was going 10 knots in this photo, and had 30 people aboard. We later chatted with Bill Hogarty, 'Allure's owner, on the phone. He said he'd traded in a MacGregor 65 for the cat — and remained thrilled with the decision.

"The only things I miss about the Mac are the aft cabin, plus it would do 20 knots downwind. The cat (a Privelege 48) will do 17, but it actually has more room below. Plus I really like the flat, smooth way it sails — and so do my friends and clients."

Hogarty bought the boat two years ago in the Caribbean, has sailed it to Mexico once and goes out sailing on the Bay "every week." In our book, you can't get more 'looking good' than that.

BIG BOAT SERIES '95 —

Like the mythical Phoenix, the Big Boat Series has risen from the ashes. Following the '89 calamity, which attracted only 24 entries, the Series was shortened to its present streamlined format — and, since then, it's been up, up and away! This year, we're pleased to report that the Big Boat Series attracted a record 71 boats, the most in its distinguished 32-year history.

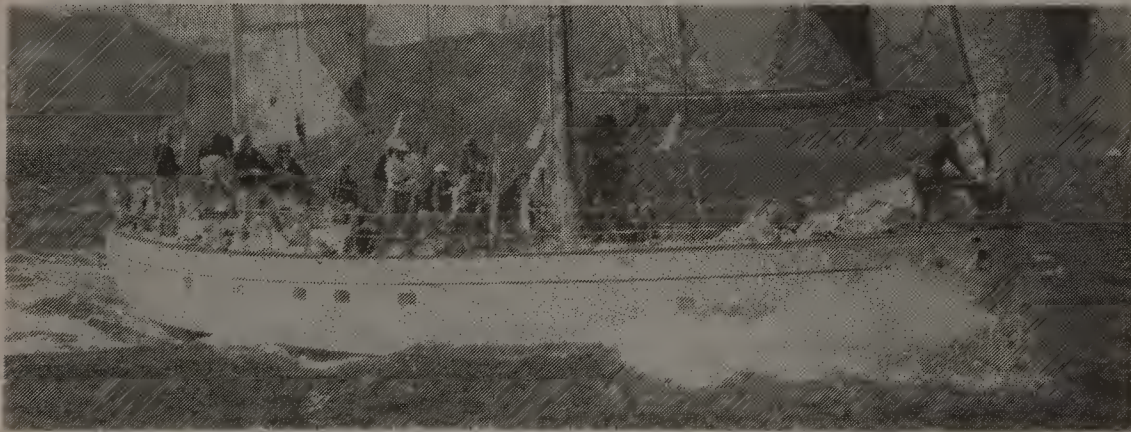
Granted, the previous high of 67 boats was achieved in 1984 during the golden heyday of IOR — back when most of the boats were big custom jobs and the series consisted of an entire week of painfully long races, and even longer parties. Thankfully — or depending on your constitution, lamentably — those days of wretched excess are over. The new, more sensible '90s approach works just fine, as was proven yet again on September 14-17.

And aside from some minor and predictable grumblings about PHRF ratings and the IMS rule, the 32nd Big Boat Series went off without a hitch. Here's the story, broken down by the eight classes that competed. As always, read at your own risk.

IMS Maxis

Though they helped put the 'big' in this year's Big Boat Series, the six-boat maxi class wasn't particularly interesting to watch. The pecking order was a foregone conclusion: *Sayonara* took line honors each time, but the avocado-green R/P 66 *Exile* nipped her on corrected time in all but one race. *Windquest*, last year's runaway winner, invariably finished between the two, settling for third on corrected time. *Cassiopeia*, *Morning Glory* — which really didn't belong in this class, but didn't fit anywhere else — and *Atalanta* brought up the rear, in that

Lookin' good: The Tripp 73 'Atalanta', winner of the mizzen mast class, brought a sense of history to this year's Big Boat Series.



order. Beautiful? Certainly. Exciting racing? Not really. "They were spread out all over the Bay, racing the clock instead of each



other," observed retired sailing scribe Kimball Livingston. "It was basically just a beauty pageant!"

The maxis, who were kept on the more

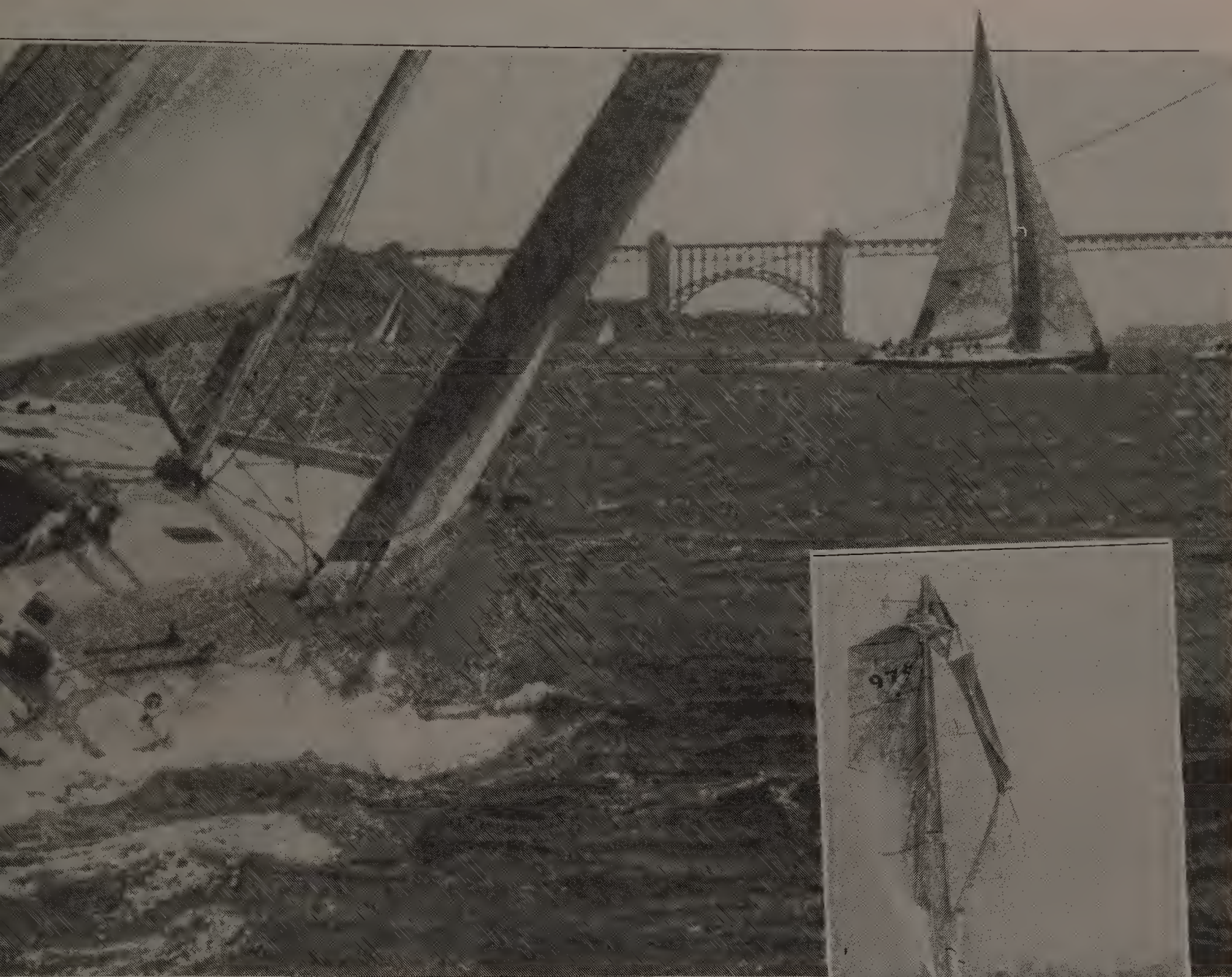
interesting (and visible) Cityfront course throughout the series, only got in five of their scheduled six races — the second race on



Friday was canceled when the day dragged into overtime due to a 2½ hour postponement of the first race. "With the tide going out, they wouldn't have been able to get back into the harbor if we kept them out there any longer," explained race chairman Tony Chargin.

Not that another race would have changed anything — Warwick Miller's Santa Barbara-based *Exile* was clearly the star of this year's show, sailing impeccably in each race to nip *Sayonara* by times of :39, 1:11, :03 and :32. A product of a mini-America's Cup-type R&D program involving lots of Cray research time and tank testing, *Exile* showed great speed on every point of sail, especially upwind. Previous victories for the lean green machine include a class win in July's TransPac and third overall in her debut at the Sydney-Hobart Race ten months ago.

Owner Warwick Miller, an Aussie ex-pat



Unlike Kermit the Frog, the R/P 66 'Exile' found it easy being green. Inset, driver Michael Coxon (left) and owner Warwick Miller.

who spent ten years in Hong Kong (where he campaigned IOR 50s) before moving to Santa Barbara, shared the driving with Michael Coxon, a dinghy sailor and North Sails rep from Sydney. About half the 17-man crew were Kiwis and Aussies, reinforced by designer Jim Pugh, sailmaker Gary Weisman, and locals Don Jesberg, Nick Gibbens and Gary Tracey. Miller, who owns Guess Watches, filled the 17th spot on the crew by raffling it off through a full-page Macy's ad in the *Chronicle*! "Exile is a pretty paid-back effort," claimed Pugh. "Usually Warwick's family sails with us. He doesn't go for the high-profile, rockstar program — which isn't to say we don't have great sailors aboard."

Sayonara, on the other hand, sailed with

an all-star cast including Paul Cayard, Bruce Farr, Geoff Stagg, Mark Rudiger, Russ Silvestri, Jeff Madrigali and many America's Cup vets. "They're the Dallas Cowboys of sailing," joked one competitor. "Maybe we should start enforcing salary caps?" But despite the boatload of paid talent, Sayonara simply couldn't shake the pesky green mini-maxi on corrected time — even after hammering them early in the first beat of each race. This was the second major regatta for Larry Ellison's beautiful new R/P 78 — and the second time Sayonara has been relegated to bridesmaid status.

Worse still, the stock of Ellison's software company, Oracle, plummeted 7.25 points on Friday — allegedly putting Ellison's personal paper loss somewhere around three-quarters of a billion dollars! Unfazed, Ellison doled out new crew uniforms every day of the series, and took almost 50 people out to what was probably the most expensive Big



Oooooops! The SC 70 'Holua' was hit by a wallet-lightening 'gravity storm' in Sunday's finale.

Boat Series dinner ever on Saturday night. Sayonara will be shipped Down Under in November to sail in the Sydney-Hobart Race. After that, she'll head to New Zealand to prepare for the Kenwood Cup. Depending on the latest iteration of the still-evolving ILC maxi rule, the boat may then undergo a major refit.

This was probably the last regatta under

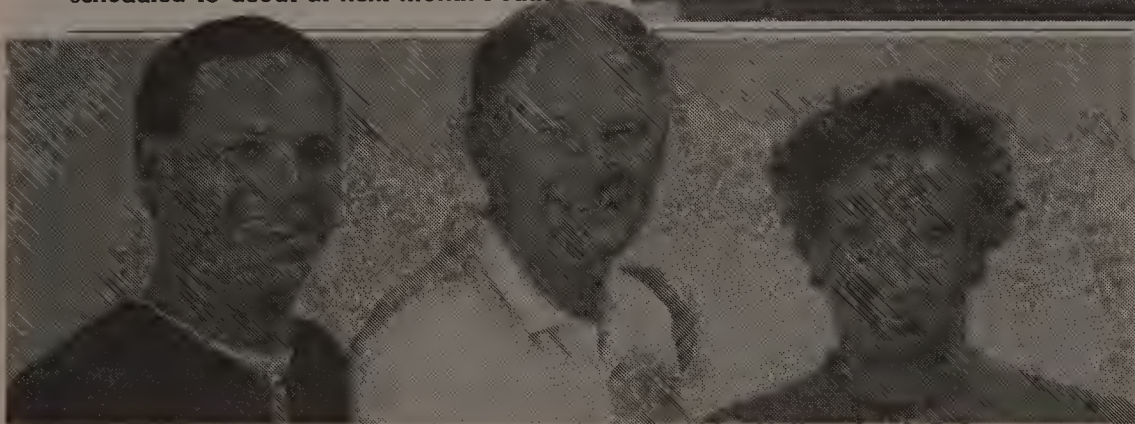
BIG BOAT SERIES '95 —

current ownership for *Windquest* and *Morning Glory*, both breakthrough R/P designs when they were launched in 1992 — which, come to think of it, wasn't that long ago. Neither of these blue beauties were optimized for the Bay, and it showed — *Windquest*, despite strapping on a 4,000-pound heavier bulb, is still essentially oriented toward Great Lakes sled-slaying, while *Morning Glory* has always been optimized for distance racing, not round-the-cans.

Windquest is already back on the hard at Anderson's, while the DeVos family and John Bertrand focus on their new One Design 48, aka the "Amway 48", which is scheduled to debut at next month's Anna-



Above, 'Mirage' is on a roll this summer! Left: Grant and Jim Ryley, with Jack Halterman.



ULDB 70s

Just four sleds, all SC 70s, competed in an intimate sled division this year. Per the owners' request, these boats only sailed three races over the last two days of the regatta. "The low turnout was because it wasn't a season counter, it was just for fun," explained Jim Ryley, who won the class with *Mirage*, posting a 3,1,1 record in the boat-for-boat, owner/driver series. Sailing with Ryley were his usual Santa Cruz all-stars, a close-knit bunch including tactician Jack Halterman, Dave Hodges, Andre LaCour, offspring Grant and Lizzie Ryley, and the core of their TransPac-winning crew.

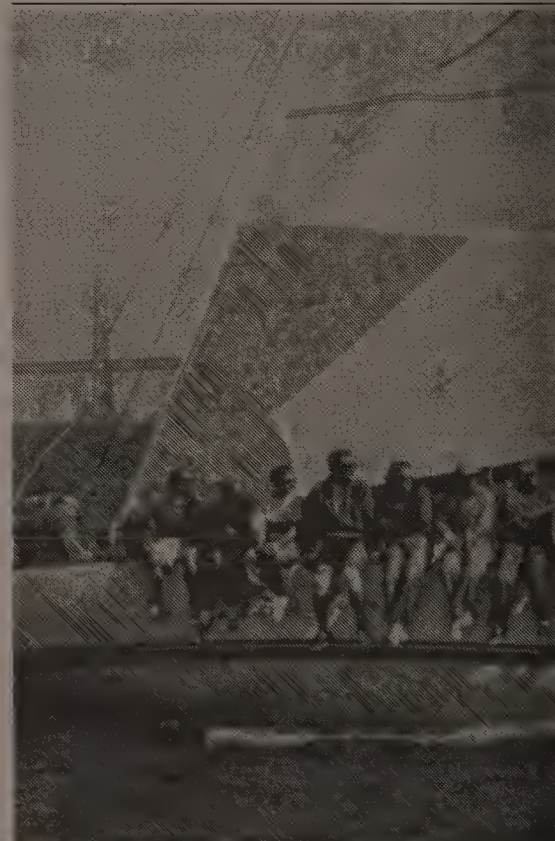
Mirage's victory came at the expense, literally, of *Holua*, which lost its rig in a 'gravity storm' during the last race. Heading upwind right next to *Orient Express* (and just behind *Mirage*), *Holua's* four-year-old SparCraft rig blew up with a fearsome bang as the boat went into a tack. "We were at the top end of the #2, with the rig fully loaded up," said crewmember Steve Taft. "It doesn't appear to be a case of operator failure — the rig just decided its time was up. We're still not sure why it failed." Sparmaker Buzz Ballenger, who sailed on *Mirage*, cracked up his crewmates by wishing out loud that he had some laminated business cards to float over to their crippled sistership as they scooted by on the downwind leg.

Hopefully *Holua*, which is currently leading both the ULDB 70 buoy and dis-

polis Boat Show. *Morning Glory* will also be mothballed, as owner Hasso Plattner turns his attention to his new IMS maxi, a R/P 80 under construction at McConaghy's in Sydney. Needless to say, both *Windquest* and *Morning Glory* are for sale.

The Davidson 72 *Cassiopeia* and the 1968 Tripp 73 *Atalanta*, a pair of Seattle-based maxis named after Greek goddesses, added some 'northern exposure' to this year's fleet, but both were hopelessly outgunned. "We had a great time getting the old girl around the course anyway," claimed *Atalanta's* Jim Leech. "During Sunday's postponement, our crew — I think there were 24 of us — watched the 49ers game while eating microwaved popcorn. You can't do that on a Mumm 36!" *Atalanta*, nicknamed the 'Tiltin' Hilton' (owner Richard Hedreen owns the Seattle Hilton, among other holdings), was passing through on her way to San Diego for a much-needed deck and hull overhaul. Her gorgeous interior — which includes a washer/dryer, quadraphonic stereo system and other amenities — has already been remodeled.

"It's a real time warp sailing on *Atalanta*, which is the old *Ondine III*," said Leech. "All kinds of oldtimers came up to us and said they raced on her, or her sistership *Blackfin*. You should hear all the stories! Wouldn't it be fun if the Big Boat Series had a 'vintage class' someday for all the old '60s and '70s CCA and IOR battlewagons?"



and more sled rigs break — almost all of them uninsured — isn't it about time the J/29 class allowed carbon fiber masts?)

"Until *Holua* broke down, we'd been having really good racing," enthused Ryley. "In the first race, where we finished third, the first three boats finished essentially overlapped! The lead changed a whole bunch of times during that race, and the final spread from first to third was only 17 seconds!"

O.E. also suffered a breakdown, though their timing was better than *Holua's* — their boom snapped in half while jibing to head into the harbor after they finished the last race. "We were fast, but had some bad breaks. We were ahead at least once in every race, but I kept making bad calls," admitted O.E. tactician Dave Ullman with refreshing honesty. *Grand Illusion*, as the results will testify, was never really in the hunt.

IMS Grand Prix

Seven state-of-the-art IMS boats competed in this division — three Mumm 36s, three virtually new Bruce Nelson designs, and the eventual winner, Helmut Jahn's Chicago-based Farr 41 *Flash Gordon*. With Terry Hutchinson driving and Dee Smith calling the shots, *Flash* owned the six-race series with a 3,1,1,2,3,1 record. "This is a beautiful place to sail, but the regatta itself doesn't really compare to Key

ALL PHOTOS LATITUDE 38

West or Block Island Race Week," said Hutchinson. "It's a shame *Esmerelda* and *Growler* didn't show up here."

According to Smith, *Flash Gordon* was ideally suited to the Bay's conditions: long hull, deep keel and relatively small sail area. Like *Sayonara* in the big class, *Flash* would slingshot off the starting line and commence racing the clock. Behind them, the 36s (three Mumms and *Surface Tension*, a N/M-designed 'budget' version of the Mumm 36 that is almost as fast yet rates lower) and the two new CM 1200 sisterships, *Bullseye* and *Jackrabbit*, would invariably get in each other's faces. "The corrected times were surprisingly close," claimed Dee. "Each of the three races we won were by under a minute."

In fact, the IMS racing was close enough that no one ever knew who won until the results were posted, generally after considerable lobbying from the tacticians and designers of the leading contenders. By inputting different current and wind factors into the computer, the results could be slightly jiggled — so there was invariably a 'race after the race' upstairs in race manager Matt Jones' office every night. To say there was some heavy politicking going on would be an understatement — and rumors that certain boats, notably the Canadian-based

Below: 'Jackrabbit' hops along to weather of sistership 'Bullseye'. Left: 'Flash Gordon' owner Helmut Jahn (left) with driver Terry Hutchinson.



'Suicide Blonde', one of three Mumm 36s in attendance. Expect over a dozen Mumms next year, when their Worlds will be held after the BBS.

Surface Tension, had been "homecourted" began circulating.

At the awards ceremony, second place for the regatta was presented to *Bullseye*, followed by *Surface Tension* and *Suicide Blonde*. A week later, upon reconsideration, the results were switched — this time, the overall order behind *Flash* was *Surface Tension*, *Suicide Blonde* and *Bullseye*. "We improperly rescored the fifth race, taking input from certain boats but not others," allowed an anonymous race official. "We had no choice but to switch back to the results as originally posted, which moved *Surface Tension* back into first for that race. It's a complete mess — I doubt we'll win the St. Petersburg Trophy this year!"

It didn't take a deep understanding of the IMS rule, however, to see that the semi-pro squad on *Bullseye* walloped sistership *Jackrabbit* in their first match-up. *Bullseye* beat *Jackrabbit* every time boat-for-boat, and then further corrected out due to *Jack's* 9-second-a-mile rating hit under IMS for sporting a carbon fiber rig (that overly-harsh penalty should be substantially reduced in January).

Of the Mumm 36s, all of whom rated within nano-seconds of each other, Doug Taylor's Hawaii-based *Zamboni* had the best boatspeed initially, but was chased down by Roy Pat Disney's chartered *Suicide Blonde* before the series ended. Disney and his *Pyewacket* buddies, including driver Robbie Haines, had next to no experience sailing the athletic little Mumms beforehand, but proved to be quick studies. Walt Logan, owner/driver of *Blue Chip*, also improved as the series progressed, but his low-key, local effort was clearly outclassed.

Like their globe-trotting maxi counterparts and the sleds, most of the grand prix



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IMS boats have already hit the road. *Flash Gordon* will be competing in the Rolex IMS National Championships at Seawanaka YC on Long Island Sound in early October. *Zamboni* and *Suicide Blonde* are headed back to their Hawaiian home waters, while *Surface Tension* is presumably already back in Vancouver. Garvie's *Bullseye* is bound for Key West Race Week in January. . . And suddenly, perhaps mercifully, there's no more IMS racing on the Bay for at least another year.

PHRF-A

Eleven boats were assigned to the 'big boat' division of the St. Francis Handicap Rule, a hybrid IMS/PHRF rule that also factors in past BBS performance. As it turned out, the handicappers — who begged us not to mention their names ("Please, we have families," they groveled) — were a little wide of the mark on a few boats, especially in the 'A' class. "We did the best we could with the information supplied to us," they claimed. "But you can't always get it right, and given the nature of performance handicapping, someone's always gonna bitch."

This class was quickly whittled down to just nine boats: *High Risk*, an important 'base boat' in this class (i.e. it has both a current IMS and PHRF certificate, as well as lots of previous BBS data), was unfortunately dismantled during their Wednesday night practice session. Then, at the start of race three, *Reus* was tagged by *Swiftsure*, knocking several of her stanchions in and cracking the deck around the runner pad-



Right, 'Hot Lips' kisses a wave. Above, owner Phil Gutin gives a hand to helmsman Jahn Tihansky (left) and main man JimBob Barton.

eyes. "It felt like we were in a Volkswagen being run down by a freight train!" joked *Reus* trimmer Greg Palmer. *WHYDAH* was somehow also involved in the fracas, and was the only boat disqualified.

The class quickly established a pecking order, which saw the scratch boat, *Swiftsure*, normally finish first. They were flying a black flag from their backstay not because it was Sy Kleinman's last regatta with the boat (his new Schumacher 54 should be ready in April), but because they were mourning the recent accidental death of longtime crewmember Chick Hudson, one of the truly nice guys on the sailing circuit.

Jim Archer's well-sailed new J/44 *Jobe* and Lew Beery's familiar *Andrews 43 It's*

PHRF-A winner 'Camouflage' chases 'Cadenza' into the fog. The baby blue Frers 45 previously won the BBS in 1983 in her racing debut.



OK!, up from Newport Beach for its fourth BBS, generally finished next. Then came the blue boats, the for-sale-again *Bravura* and the new J/130 *Sceptre*. But after time allowances were applied, two low-rated boats kept popping up in the picture, Davis Pillsbury's Frers 45 *Camouflage* and Carl Eichenlaub's San Diego-based N/M 45 *Cadenza*.

In the end, *Camouflage* won with a 2,2,4,1,3,1 record, aided by some new UK sails and a rating that was 4 seconds a mile better than last year. Her worst score, a fourth, came in the second race on Friday, a course which was shortened into a windward/leeward/windward 'gift' to higher rating boats. The Pillsbury family, reinforced by Bill Menninger, Jeff Thorpe and Tad Lacey, sailed well and were obviously happy to win after being pounded in the last two series. "And I'm sure glad I don't own *Holua* anymore, especially after their problem today!" claimed Pillsbury.

Not to detract from *Camouflage's*

WHERE EGOS DARE



of time. I'm shocked and delighted to have done so well!"

Gutin was quick to credit driver Jahn Tihansky, who runs J/World in Annapolis, and tactician JimBob Barton, who put together the project and organized the crew, which included fellow *Twin Flyer* veteran Steve Enzensperger, Kent Massey and Jim Taylor. Their stellar 1,1,1,1,3,4 record was a function of many things: all new Sobstad sails, a beefy 11-man crew, not making any mistakes, and the fact that it was primarily a heavy air series. "Hot Lips is a rocketship upwind with the #3," said Barton. "If the series had been sailed in 10 knots or under, we'd have been hosed."

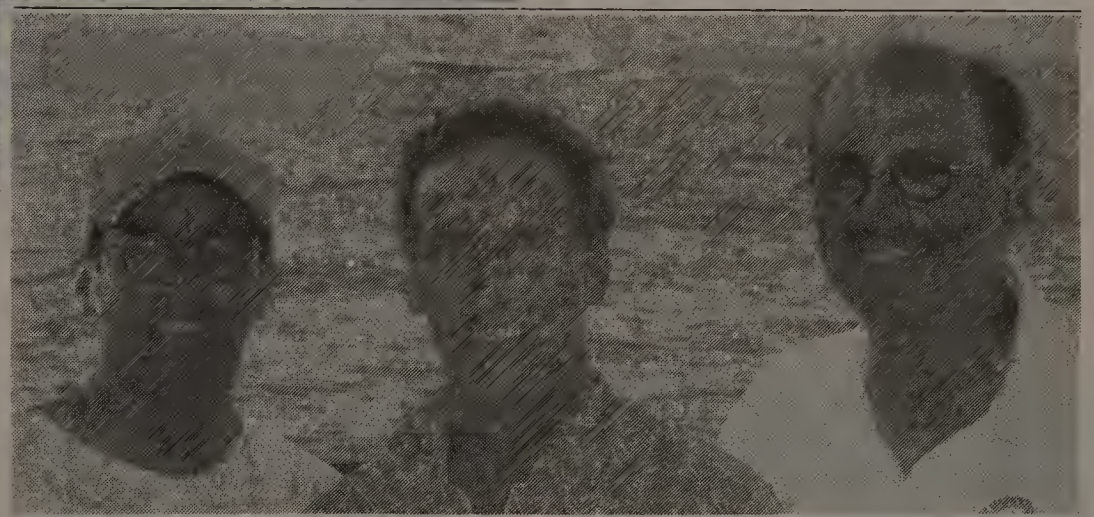
Hot Lips may also have benefitted from a slightly generous rating — they took all but one race on elapsed time, coming from a third of the way down the scratch list. But the general consensus was that the ratings in this class weren't nearly as whacked as those in PHRF-A, probably because the handicappers have seen most of these boats in action for a longer time. And next year, if PHRF participation continues to swell, there will surely be three classes instead of two — which can only make the racing even tighter.

"The top half of our fleet, especially *Hot Lips* and *Sweet Okole*, sailed really well," observed Colin Case of *National Biscuit*, "But I can't honestly say the same about the bottom half."

victory, but the results in PHRF-A were not universally popular. "We should have won, and *It's OK!* should have been second — period!" stated *Jobe* tactician Norman Davant.

Bravura helmsman Rob Anderson was only slightly less blunt: "The St. Francis handicappers tried to reinvent the wheel and, as far as I'm concerned, came up with a flat tire. We have a perfectly good PHRF committee already on the Bay — why not use their talents? Or at the very least, insist that next year's entries get in early enough to do a better analysis."

Lew Beery and the *It's OK!* gang, as usual, had their own unique perspective: "We love this series and will certainly be back next year," said driver Craig Fletcher. "But after two years in PHRF, we realize there's no point in bringing the boat with us. Next year, we're just going to bring the *It's OK!* trailer up, park it facing the Bay, put on our 'Big Boats '96' crew shirts, and then slam down cocktails for four straight days!"



'Camouflage' owner Davis Pillsbury (right), with son Pat (left) and tactician Bill Menninger.

PHRF-B

This 15-boat division, the largest of the eight groups this year, was dominated by Phil Gutin's Frers 41 *Hot Lips*. Both Gutin, a Berkeley neurosurgeon, and his boat, an '88 model imported from Lake Michigan earlier this year, were BBS virgins. "This was a dream come true!" claimed Phil, who only began sailing competitively a few years ago. "We didn't have a clue how we'd do ahead

J/35

Predictably, Chris Perkins and Dave Wilson, Jr., won the depleted J/35 class for the third year in a row, keeping *Major Damage's* BBS string intact at 3-for-3. Their third partner, Dave Wilson, Sr., was out of town for the series, but the rest of the crew consisted of their "usual suspects" — look for the full crew list in next month's profile of season winners. Chris opened the series with a convincing bullet (4½ minutes over *Kiri*, the next boat) on Thursday, but then had to return to work on Friday. He turned the

BIG BOAT SERIES '95



'sacred wood' over to his recently married little brother, Phil, who scored a creditable 3,2 while Barry Danieli's *Fever* fired off a pair of bullets.

"It's nice to know they still need me," joked Chris, who came back to close the series with a 2,1,1 record. Just like last year, the series boiled down to a match race between *Major Damage* and the Tim Russell-driven *Fever*. The turning point came in the crucial fifth race, when Perkins expertly hunted down *Fever* at the start and buried them into the cheap seats on the first beat. *Major Damage* then lit her afterburners to take the bullet, while *Fever* wallowed to an uncharacteristic fifth. "It was pretty anti-climatic after that," allowed Chris.

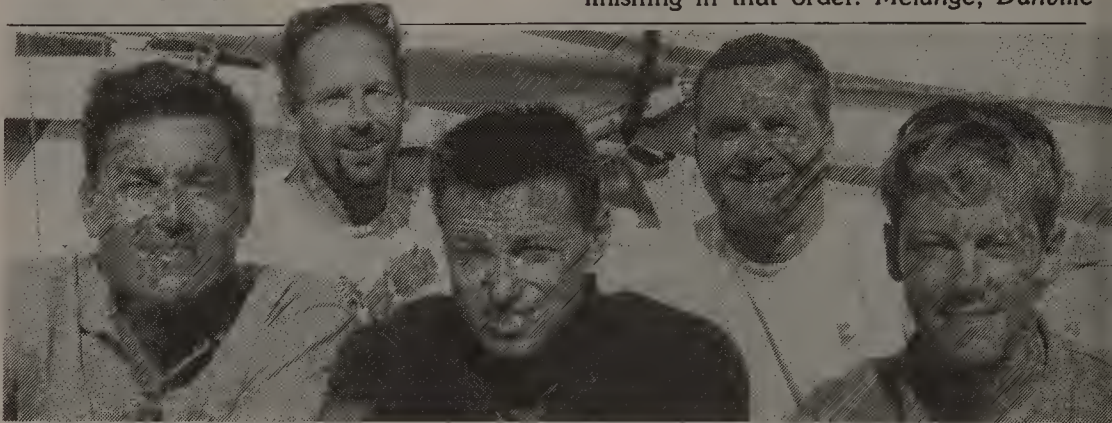
Behind the two leaders, *Jarlen*, *Equanimity* and *Kiri* duked it out for third, a position that no one seemed willing to claim until the final race. They finished in that order, one point apart from each other. *Jabiru* was off the pace, and literally out to lunch at the start of the second race on Friday.

An obvious question, at least to us, is how much longer the J/35s will be carried as a one design class in the Big Boat Series after two years of fielding only six boats? After a

Marlene and Mick Schlens spanked the local Express 37 class again with 'Blade Runner'.



A perky bunch: 'Major Damage' crew (from left) Phil Perkins, Dave Wilson, Jr., and primary driver Chris Perkins.



The 'Live 105' crew of 'Invictus' (from left): Ralph Morgan, David Miller, Alex Netchiporuk, owner Walt Marti, and tactician Simon Patchett.

12-boat turnout in '90 and '91, followed by 11 boats in '92 and '93, the fleet has suffered a painfully obvious decline, and there seems to be no relief in sight. "I think we've been hurt by competition from all the sport-boats, including the J/105," allowed Wilson. "But J/35s are still incredible values — these days, you can get a used one for not too much more than a new Melges 24!"

Express 37

In their fifth appearance at the Big Boat Series, which again doubled as the Express 37 Nationals, Mick and Marlene Schlens took no prisoners. With sailmaker Steve Grillon calling tactics, Mark Vollmer trimming main and Mike George on the front sails, their King Harbor-based *Blade Runner* overwhelmed the 11-boat class, posting an untouchable 1,2,1,1,1, (DNS) record. Just as they did in '93, the last time they won, the Schlens had the luxury of sitting out the last race — quite impressive in a no-throwout series. This year, they spent Sunday in the wine country. "The results make us look better than we really are," said Mick modestly. "Give full credit to the crew, especially Steve. His calls were great, as was the #3 jib he built for us."

"We saw windshifts that other boats completely missed," claimed Grillon. "Bay sailors are so focused on tide lines, they often miss the bigger picture. I didn't think the currents were as big a factor this year."

Blade Runner, the first 37 ever to roll out

of the Alsberg Brothers' shop in 1984, had boatspeed to burn on the local fleet — partly because of the weight of their 10-man crew, estimated to be several hundred pounds more than anyone else (perfectly legal under current class rules). The Southern Californians only lost once, to *Melange* in the second race, but won the other races by margins of 2:58, :25, 2:17 and 1:11 — landslide victories in one design.

The only real battle was for second, with three boats — *Bliss*, the much-improved G.U., and last year's winner *Re-Quest* — finishing in that order. *Melange*, *Danville*

Express and *Espresso* all made at least one cameo appearance in the top three, but couldn't hang there consistently. Andy Rothman's '95 ODCA season champion *Spirit*, despite the presence of designer Carl Schumacher, was conspicuously absent from the front of the pack.

J/105

Eleven surprisingly competitive J/105s competed in this division, the biggest turnout yet in the four years these 34-footers have been invited to the BBS. "It was really close racing, the best one yet!" enthused class president Sam Hock, who has sailed his *Jose Cuervo* in the last three series. "In the old days, it was more of a boatspeed and crew work contest. Now that everyone has sorted out how to get the sails up and down and make the boats go fast, it's suddenly a lot more tactical."

Electing to sit out Thursday's racing, the J/105s joined the fray on Friday. Steve Podell's *Thrasher* — which earned a solid DFL last year when it was new — shocked the fleet by taking a pair of bullets, but subsequently faded away with finishes of 6,11,8. Dave Tambellini put in an equally uneven performance with *Bella Rosa*, which was DSQed in the first race for cutting inside Anita Rock. Tambellini must really be getting

1995 BIG BOAT SERIES RESULTS

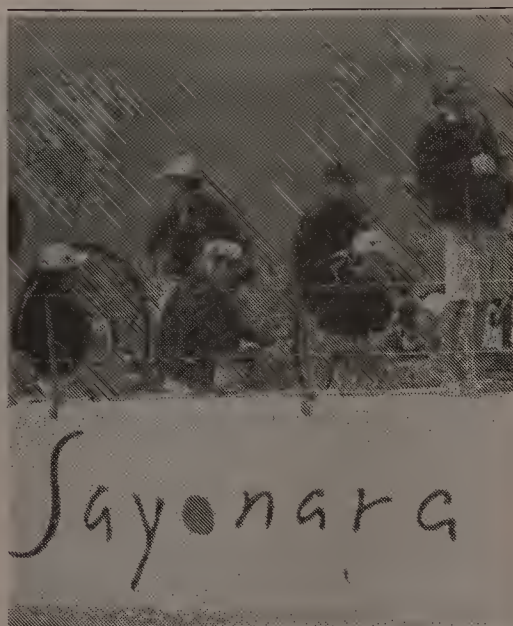
<i>Yacht</i>	<i>Owner/Rockstar</i>	<i>Design</i>	<i>Yacht Club</i>	<i>1</i>	<i>2</i>	<i>3</i>	<i>4</i>	<i>5</i>	<i>6</i>	<i>Total</i>
ST. FRANCIS PERPETUAL (IMS Maxi)										
1. <i>Exile</i>	J. Warwick Miller/Michael Coxon	R/P 66	Royal Hong Kong	.75	2	—	.75	.75	.75	5.00
2. <i>Sayonara</i>	Larry Ellison/Paul Cayard	Farr 78	St. Francis	2	.75	—	2	2	2	8.75
3. <i>Windquest</i>	Rick DeVos/John Bertrand	R/P 78	Macatawa Bay	5	3	—	3	3	3	17.00
4. <i>Cassiopeia</i>	Charles Burnett/Doug Christle	Davidson 72	Corinthian (Seattle)	3	4	—	4	5	4	20.00
5. <i>Morning Glory</i>	Hasso Plattner	R/P 50	Cape Town	4	5	—	DNF	4	5	24.00
6. <i>Atalanta</i>	Richard Hedreen/Jim Leech	Tripp 73	Corinthian (Seattle)	6	6	—	5	6	6	29.00
CITY OF SAN FRANCISCO (ULDB 70)										
1. <i>Mirage</i>	Jim Ryley/Jack Halterman	SC 70	St. Francis	—	—	—	3	.75	.75	4.50
2. <i>Orient Express</i>	Peter Tong/Dave Ullman	SC 70	St. Francis	—	—	—	2	3	2	7.00
3. <i>Holua</i>	Richard Blatt/Harry Pattison	SC 70	Chicago Corinthian	—	—	—	.75	2	DNF	7.75
4. <i>Grand Illusion</i>	Ed McDowell/Mik Beatie	SC 70	King Harbor	—	—	—	4	4	3	11.00
ATLANTIC (IMS-Grand Prix)										
1. <i>Flash Gordon</i>	Helmut Jahn/Terry Hutchinson	Farr 41	Chicago	3	.75	.75	2	3	.75	10.25
2. <i>Surface Tension</i>	Michael Fleming/Brian Huse	N/M 36	False Creek (CAN)	5	2	3	4	.75	4	18.75
3. <i>Suicide Blonde</i>	Roy P. Disney/Robbie Haines	Mumm 36	Califomia	4	3	5	.75	4	3	19.75
4. <i>Bullseye</i>	Bob Garvie/Kimo Worthington	N/M 39	St. Francis	2	4	4	3	5	2	20.00
5. <i>Zamboni</i>	Doug Taylor/Morgan Larson	Mumm 36	Waikiki	.75	6	2	RET	2	5	23.75
6. <i>Jackrabbit</i>	Dave Liggett/Greg Jampolsky	N/M 39	Richmond	7	5	7	6	6	6	37.00
7. <i>Blue Chip</i>	Walt Logan/Peter Scott	Mumm 36	San Francisco	6	7	6	5	DNF	7	39.00
KEEFE-KILBORN (PHRF-A)										
1. <i>Camouflage</i>	The Pillsburys/Bill Menninger	Frers 45	St. Francis	2	2	4	.75	3	.75	12.50
2. <i>Jobe</i>	Jim Archer/Norman Davant	J/44	N/A	4	.75	3	4	.75	2	14.50
3. <i>Cadenza</i>	Carl Eichenlaub	N/M 45	San Diego	3	3	2	2	5	3	18.00
4. <i>It's OK!</i>	Lew Berry/Craig Fletcher	Andrews 43	Balboa	5	4	.75	5	4	4	22.75
5. <i>Swiftsure</i>	Sy Kleinman/Chris Corlett	Frers 58	St. Francis	.75	7	8	3	2	5	25.75
6. <i>Windshear</i>	Jim Forquer/Jeff Trask	J/120	Balboa	6	5	7	6	9	6	39.00
7. <i>Bravura</i>	Cal Berkeley/Rob Anderson	Farr 45	Richmond	7	8	5	8	8	8	44.00
8. <i>Sceptre</i>	Robert Musor/Don Trask	J/130	N/A	9	9	6	9	6	9	48.00
9. <i>WHYDAH</i>	Bernie Girod/Scott Easom	Baltic 43	California	10	10	DSQ	7	7	7	53.00
10. <i>Revs</i>	Jeff Gething/Tim Parsons	Ross 10.66	Richmond	8	6	DNF	DNS	DNS	DNS	62.00
11. <i>High Risk</i>	Jim Mizell/Ray Delrich	Smith 43	St. Francis	DNF	DNF	DNF	DNF	DNF	DNF	DNF
RICHARD RHEEM (PHRF-B)										
1. <i>Hot Lips</i>	Phil Gutin/Jahn Tihansky	Frers 41	Sausalito	.75	.75	.75	.75	3	4	10.00
2. <i>Sweet Okole</i>	Dean Treadway/Bill Keller	Farr 36	Richmond	5	9	2	3	2	.75	21.75
3. <i>Surefire</i>	Jon & Matt Carter	Frers 36	St. Francis	3	5	8	2	4	5	27.00
4. <i>Endurance</i>	Mike Condon/Jock MacLean	Express 34	Richmond	6	8	5	5	5	2	31.00
5. <i>Destiny</i>	Frank Dunlevy	Swan 43	N/A	10	6	4	4	.75	8	32.75
6. <i>National Biscuit</i>	Colin Case/Carlos Baddell	Schumacher 35	San Francisco/N.Y.	2	3	9	8	7	6	35.00
7. <i>Bodacious</i>	John Clauser	Farr 40	Berkeley/Richmond	4	7	3	9	6	11	40.00
8. <i>High Strung</i>	Gary & Martha Burbidge	Wylie 38	Singlehanded S.S.	7	4	7	11	8	3	40.00
9. <i>China Cloud</i>	Leigh Brite/Cliff Wilson	J/40	Richmond	8	2	10	6	10	9	45.00
10. <i>Expeditions</i>	Bartz Schnelder	Express 34	San Francisco	11	11	6	7	9	10	54.00
11. <i>X-Dream</i>	Steen Moller	Jeppesen 39	Tiburon	9	10	13	10	11	7	60.00
12. <i>Mostly Harmless</i>	Lee & Paul Bergman	C&C SR 33	Encinal	12	12	11	12	12	14	73.00
13. <i>Sundog</i>	Bill Wright	Bianca 414	St. Francis	13	13	12	13	15	15	81.00
14. <i>Mahal</i>	Hugo Borgen & Bjorn Forsberg	Swan 38	Royal Gothenberg	14	14	14	14	14	12	82.00
15. <i>Leading Lady</i>	California Maritime Acad.	Peterson 40	Cal. Maritime	15	15	15	15	13	13	86.00
J/35										
1. <i>Major Damage</i>	Dave Wilson, Jr. & Chris Perkins	J/35	St. Francis	.75	3	2	2	.75	.75	9.25
2. <i>Fever</i>	Barry Danieli/Tim Russell	J/35	Richmond	3	.75	.75	.75	5	2	12.25
3. <i>Jarlen</i>	Bob Bloom/Bob Bergtholdt	J/35	Sausalito	4	2	3	5	4	4	22.00
4. <i>Equanimity</i>	Randy Paul & Tom Thayer	J/35	St. Francis	5	4	4	4	3	3	23.00
5. <i>Kiri</i>	Bob George	J/35	Richmond	2	5	5	6	2	5	25.00
6. <i>Jabiru</i>	Brian Dunn	J/35	Encinal	6	6	DNF	3	6	6	34.00
EXPRESS 37										
1. <i>Blade Runner</i>	Mick Schlens/Steve Grillon	Express 37	Cab. Bch/San Pedro	.75	2	.75	.75	.75	DNF	17.00
2. <i>Bliss</i>	Mike Grisham/Bill Fortenberry	Express 37	US Sailing	5	3	8	4	2	5	27.00
3. <i>G.U.</i>	Rico Venables/Bill Colombo	Express 37	So. Beach/Tahoe	4	5	3	7	9	.75	28.75
4. <i>Re-Quest</i>	Glenn Isaacson/Kame Richards	Express 37	San Francisco	8	9	4	3	3	2	29.00
5. <i>Espresso</i>	Steve Saperstein/Jon Stewart	Express 37	Encinal	7	4	5	2	7	8	33.00
6. <i>Melange</i>	Steve & Susan Chamberlin	Express 37	Richmond	2	.75	7	11	10	3	33.75
7. <i>Spindrift V</i>	Larry & Lynn Wright	Express 37	Richmond	10	6	2	5	6	9	38.00
8. <i>Danville Express</i>	Andy Hall/Mike Schaumberg	Express 37	Encinal	3	8	9	6	4	10	40.00
9. <i>Spirit</i>	Andy Rothman/Carl Schumacher	Express 37	Richmond	9	7	6	8	5	7	42.00
10. <i>Vitesse</i>	Dean Dietrich & Carolyn Patrick	Express 37	St. Francis	6	10	10	9	8	4	47.00
11. <i>One-Eyed Jack</i>	Steve Nurse	Express 37	South Beach	11	11	11	10	11	6	60.00
J/105										
1. <i>Invictus</i>	Walt Marti	J/105	N/A	—	3	4	2	.75	3	12.75
2. <i>Blackhawk</i>	Art Ball/Sean Svendsen	J/105	Encinal	—	2	2	3	4	5	16.00
3. <i>Bella Rosa</i>	Dave Tambellini/Jamie Malm	J/105	St. Francis	—	DSQ	5	.75	2	.75	20.50
4. <i>Aquavit</i>	Thomas Sponholtz	J/105	St. Francis	—	5	8	7	3	2	25.00
5. <i>Thrasher</i>	Steve Podell	J/105	St. Francis	—	.75	.75	6	11	8	26.50
6. <i>Jose Cuervo</i>	Sam Hock	J/105	San Francisco	—	7	9	4	6	4	30.00
7. <i>Jest</i>	Jim Cascino	J/105	St. Francis	—	9	3	5	10	10	37.00
8. <i>Charade</i>	Tom Coates	J/105	St. Francis	—	4	7	8	9	9	37.00
9. <i>Snoopy V</i>	Dick Roberts	J/105	Southwest/San Diego	—	8	6	9	5	11	39.00
10. <i>Limelight</i>	Harry Blake	J/105	St. Francis	—	6	10	10	7	6	39.00
11. <i>J-OK</i>	John Wylie	J/105	San Diego	—	DNF	11	11	8	7	49.00

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to loathe that place — his boat was piled onto Anita Rock by rockstars during April's Brut Cup. "Getting chunked from that race after finishing fourth was a tough lesson," admitted *Bella Rosa* crewmember Bart Hackworth. "We should have won the regatta." *Rosa* recovered strongly, finishing the series third with a 5,1,2,1.

But with *Bella Rosa*'s fate sealed early on, the duel for class honors came down to a tussle between Walt Marti's *Invictus* and Art Ball's *Blackhawk*, steered in the otherwise owner/driver series by San Francisco attorney Sean Svendsen (Ball, who is recuperating from ankle surgery, was allowed to substitute Svendsen, a regular crewmember, for the series). After losing the first two races to *Blackhawk*, Marti found the groove with a 2,1,3 — good enough to beat Svendsen by 3¼ points. "We were a little shaky at first, but picked a good time to peak," laughed Walt, who sailed with Kiwi tactician Simon Patchett, David Miller, Alex Netchiporuk and Ralph Morgan.

"Simon was a 'blind date', but he worked out great," explained Walt. "We picked him up sight unseen from another boat when Alan Prussia, our regular tactician, couldn't make it. We also had good boatspeed,



'Sayonara', adios, goodbye. The '95 BBS, the biggest one yet, is now behind us. Next September's 33rd edition promises to be even better!

thanks to Jeff Madigali retuning our rig. Things really came together for us this time — hopefully, we can carry the momentum into the Nationals!"

Between the Brut Cup, the ODCA season (won by *Blackhawk*), the NOOD, the Big

Boat Series and the upcoming Nationals at St. Francis on October 20-22, this has been a banner year for the J/105s. The local fleet is growing (*Aquavit* and *Charade* are recent additions), it's addressing issues (tightening up an anti-rockstar rule), and, in general, the future looks bright for the class.

Well, it's a wrap — the '95 Big Boat Series is history, already fading into a warm and fuzzy memory. If you liked this year's gathering of the clan — and minor problems aside, there was absolutely no reason not to — you're going to love next year's 33rd edition on September 19-22, 1996.

The Kenwood Cup and ILC 40 Worlds, both held the month before in Hawaii, should insure that a bunch of grand prix boats will visit us on their way home. Being a non-TransPac year, the ULDB 70s will also return in force. As if that's not enough, it's now 99% certain that St. Francis will host the Mumm 36 Worlds right after the BBS, possibly in conjunction with the Mumm 30 Worlds.

We can hardly wait!

— latitude/rkm

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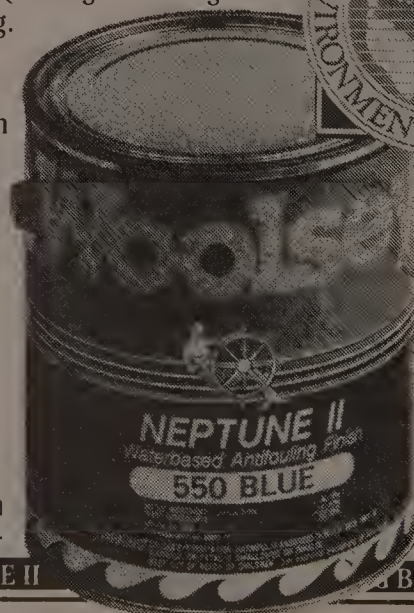
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Hosted by San Diego Yacht Club and El Cid Mega Resort

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TRYING TO REASON WITH

It's all a matter of perspective. If you're a Northern Californian, you probably can't recall a more pleasant or serene September. But if you're someone living in one of several small but unlucky spots in the Atlantic, Caribbean or Pacific, you might have won-



Hurricane 'Luis' was not only a powerful Category IV hurricane, it covered a large area as it moved northwest.

dered if September's weather wasn't a sign that the Apocalypse is upon us. Consider:

- During one day in September, there were no less than eight hurricanes churning up the tropical waters of the northern hemisphere. This included an astounding four in the Atlantic, two in the Eastern Pacific (Mexico), and two off Asia (where hurricanes are called typhoons).

- As of the middle of September, the Atlantic/Caribbean — which has been averaging two or three hurricanes a year for the last 30 years — had already had 13 named

64 knots). These are record numbers.

- During a four-week period in late August and early September, the Caribbean alone was raked by four hurricanes. The latter two were the most destructive.

First there was *Luis*, a massive 150-knot hurricane that clobbered Guadeloupe, Antigua, Barbuda, St. Barts, Anguilla, Nevis, St. Kitts, and St. Martin. The death toll is thought to be in excess of 25, including perhaps as many as 10 yachties. The damage was in the hundreds of millions of dollars, with more than 1,000 boats sunk, destroyed or seriously damaged at St. Martin alone.

Less than 10 days later, hurricane *Marilyn*, with winds up to 125 knots, suddenly formed close to the islands and followed a similar path as *Luis* up the Caribbean. Although *Marilyn* gave shell-shocked folks on the *Luis*-ravaged islands a terrible fright, it only skirted them with 75-knot winds — and, oh yes, torrential rain. Just what everybody with a beached boat or roofless home needed, up to 14 inches of rain in 24 hours.

Although *Marilyn* was relatively easy on the islands devastated by *Luis*, she was hard on the U.S. Virgin islands of St. Croix and St. John, and unmerciful with St. Thomas, the capital and sailing center. As was the case with parts of Antigua and much of St. Martin, Charlotte Amalie, the only real city on St. Thomas, looked as though it had been bombed. At least eight people were killed — including one sailor who tried to outrun the hurricane — and the property damage was again in the hundreds of millions.

- The west coast of Mexico is a notorious spawning ground of hurricanes during the summer, and this has been a busy sea-season. What's unusual is that Cabo San Lucas took its first direct hit in many years, when *Henrietta*'s eye passed right over the Cabo Isle Marina. While Cabo and San Jose del Cabo suffered moderate damage — electrical outages, downed trees, roofs blown off — from the 100-knot winds, the hotel-encircled marina and boats within escaped with virtually no damage whatsoever.

Then in mid-September came *Ismael*, the most deadly hurricane of this terribly active season. With 'only' 100 knots of wind, *Ismael* was not particularly powerful, but as it swung past the tip of Baja toward Los Mochis and Topolobampo on the mainland coast, it pushed 30-foot seas before it. The region is home to countless men who fish from either little pangas or the big shrimp boats. For some reason these poor souls with only rudimentary vessels were told that the hurricane wouldn't arrive until the following day. But once caught in the thick of it, even many of

the large shrimp boats were unable to cope, and either turned turtle or were driven ashore. You can only imagine what it was like for the guys caught out in little pangas. Ninety-one bodies and scores of overturned boats have been found on sandbars and along that part of the coast.

- In the midst of this maelstrom of hurricanes, "super typhoon" *Oscar*, "the strongest typhoon since World War II", headed right for Tokyo. Fortunately, it turned away from land, so the death toll was limited to nine on Honshu, and the property damage to a couple of hundred million.

- Taiwan caught it from *Ryan*, the strongest typhoon to hit that island since 1986. At least four were killed. Calcutta was also hit by an unnamed cyclone, although the extent of damage was not reported.

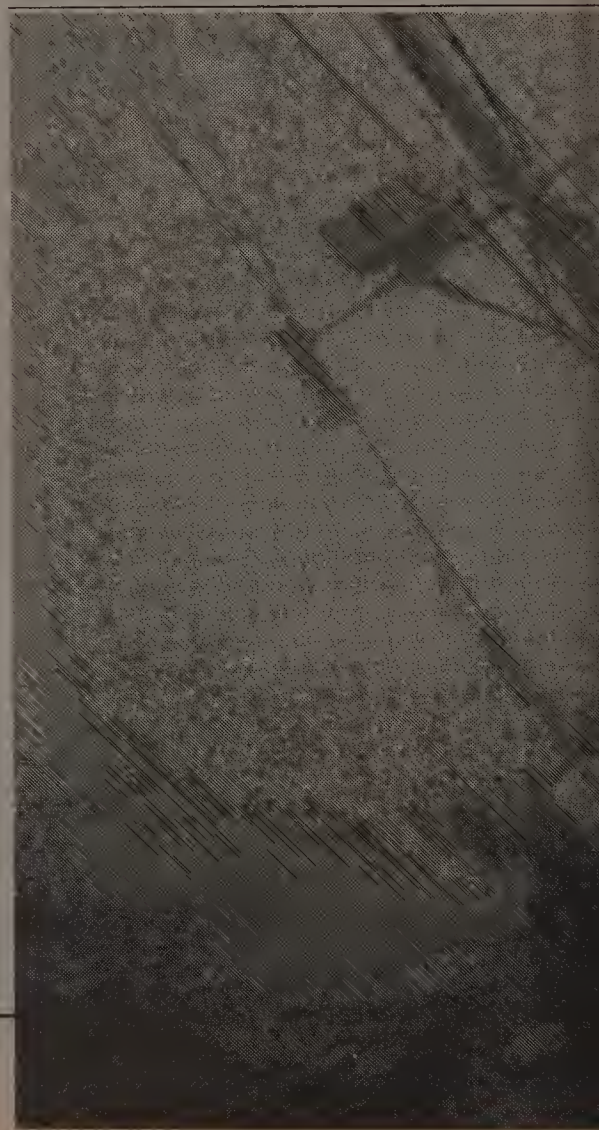
Despite the terrible destruction on Antigua, St. Martin and St. Thomas in particular, and despite the dreadful number of Mexican

Spread, even before 'Luis' had reached hurricane force, boats were piling up on one another and on Snoopy Island. Inset, Four boats sunk in Pelican Marina. The two on top were 'late comers' who got tied up, with inadequate chafe gear, across the back of berths. The two boats with slips are sunk beneath them.

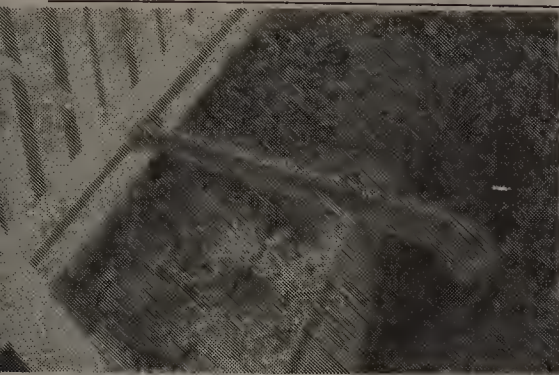


Lines set, Jack Dally's Freeport 41 prepared for the worst.

tropical storms (sustained winds in excess of 35 knots), many of which graduated to full hurricane status (sustained winds in excess of



THE 1995 HURRICANE SEASON



JACK DALLY

'Dalliance' was saved by this 65-lb CQR when the 160-knot winds clocked around. Jack Dally had hooked it on a breakwater behind the boat.

fishermen lost, it could have been much worse. Because of density of affluence in South Florida, '92's hurricane *Andrew* has been the most expensive natural disaster in history, with '89's hurricane *Hugo* a distant second. Had Florida been hit by *Luis*, Tokyo by *Oscar*, New York by *Marilyn*, and the several hundred yachts at San Carlos by *Ismael*, the potential for property damage would have almost been beyond calculation.

Preparation

With a moment's pause in memory of those Mexican fishermen and others who lost their lives in these hurricanes, we're going to turn our attention almost exclusively to the damage done to sailing interests by *Luis* and to a much lesser extent, *Marilyn*.

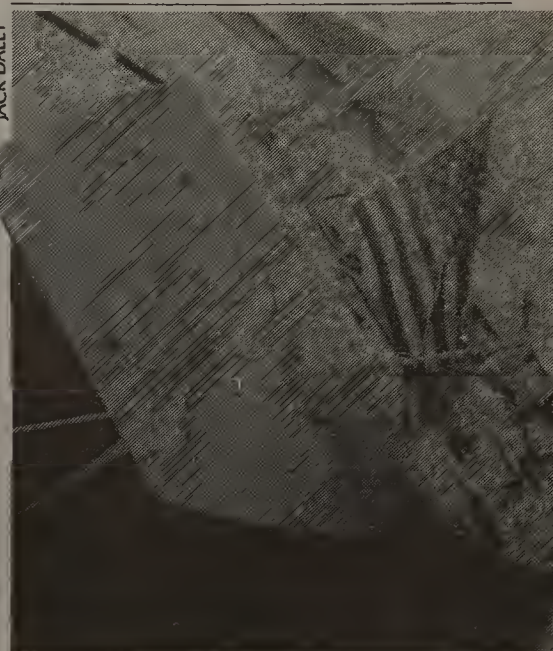
Luis' arrival came as a surprise to absolutely nobody. It was tracked from its origins as a tropical wave off the coast of Africa, and continuously monitored as it built to powerful Category Four — out of a possible five — hurricane while still several days away from the islands of the Eastern Caribbean.

Hurricanes are a fact of life in that part of the world — but not all the time on all the islands. If there was such a thing as a typical hurricane track, it would start near the Cape Verdes, move west toward the vicinity of Guadeloupe, then begin veering northwest in the general direction of Antigua, St. Martin, the Virgins and Puerto Rico.

There are an endless number of possible variations on this route, of course, but the facts are that Guadeloupe is in the middle of the 'hurricane highway', Antigua gets hit every couple of years, St. Martin *hadn't* been hit in 26 years, and the Virgins and Puerto Rico had been getting it regularly.

Hurricane preparation on the different islands seemed to be a function of how frequently they'd been hit before. Even though *Luis* was tracking to the northwest of Guadeloupe, the French rushed troops and emergency services to the island before the hurricane even got there. Hunkered down and

JACK DALLY



Even an America's Cup winner, such as Dennis Conner's 'Stars & Stripes '87', couldn't survive the beating 'Luis' gave her in St. Martin.

not directly hit, the French island suffered mostly from excessive rain. The single casualty was a foolhardy Parisian who ignored warnings not to go out on a pier to photograph the 20-foot surf.

Mariners in consistently hit Antigua prepared well, too. All but three boats evacuated Falmouth Harbor — which although nearly landlocked affords a fetch of more than a mile — for the mangrove-lined far corners of English Harbor. The boats moored at Nelson's Dockyard, which is inside English Harbor, also abandoned the dock for the mangroves. There was room for most of the boats, as nearly all the magnificent crewed charterboats — for which Antigua is the Caribbean capital — were off in the Med or the Northeast for the high seasons there.

On St. Martin, which has just about eclipsed St. Thomas as the all around yachting center — bareboats, crewed boats, cruisers — of the Caribbean, preparations weren't necessarily quite as thorough. According to Jerry Blakesly, who moved there from the Bay Area just six months ago, not everyone took the approach of *Luis* seriously.

"There was some complacency on this island," he says. "because it hadn't taken a direct hit in more than 20 years. People scoffed, saying that they'd survived *Hugo* — forgetting that the terrible hurricane of 1989 had passed 100 miles away and thus only hit with 60-knot winds." Two hurricanes shortly prior to *Luis* — *Humberto* and *Iris* — had done the same thing only weeks before. With beautiful weather before the storm, cheap rum, and good music, it was easy to be in denial in da Caribbean.

Cruisers — especially those without insurance — took the impending storm more seriously. At least those who were around did. The Caribbean is hot and muggy in the



JACK DALLY

TRYING TO REASON WITH



PETER BROWN

fall, so it's the most popular time of year for cruisers to take off and leave their boats unattended on the hook or in a marina. And with St. Martin's huge Simpson Lagoon considered one of the best hurricane holes in the Caribbean, St. Martin moorage of choice for absentee boat owners.

Different Folks, Different Choices

The choices available mariners 72 hours before the expected arrival of *Luis* were: 1) Dash south hoping to duck the hurricane's path, 2) stay and pray at the dock, or 3) rig the boat to ride the hurricane out in Simpson Lagoon.

A very few skippers ran south — or tried to — in an attempt to avoid the hurricane's path. The venerable *Windward Passage*, winner of the '69 TransPac and a west coast sailing legend, charged south from her St. Martin home under engine and headsail alone. She encountered 60-knot squalls and heavy seas, but escaped. So did *Enterprise*, a Catalina 42 owned by Dick (last name unknown) from San Francisco. Singlehand-

It was sunny and bright for a few days after 'Luis'. Then 'Marilyn' arrived with torrential rains.



PETER BROWN

So many boats, so many pieces. It was heart-breaking to see all the damage done, all the dreams shattered.

ing, he battled heavy winds and 18-foot seas before finding shelter in the lee of Monserrat.

Randy West has as much of a Caribbean soul as any white boy, and he's one of the more experienced multihull sailors in the world. He and his girlfriend, the elegant and statuesque Michelle, have been running charters out of St. Barts with their vintage Spronk 60 catamaran *Shadowfax* for the last year. A veteran of numerous Caribbean hurricanes, West also decided they'd better get out of *Luis*' way.

But after getting just 50 miles south of St. Barts, there was a serious problem. "Caribbean hurricanes always go either west or north, never south," West tells *Latitude*. "But *Luis* was a nasty one. He was at 17°5'N when we left, then he moved down to 16°8'N! That meant we were heading into his path, not away from it. We had no choice but to turn back for our secret hurricane hole on the east side of St. Martin. Of course, as soon as we did, *Luis* hung a right and came straight up 62°5'W."

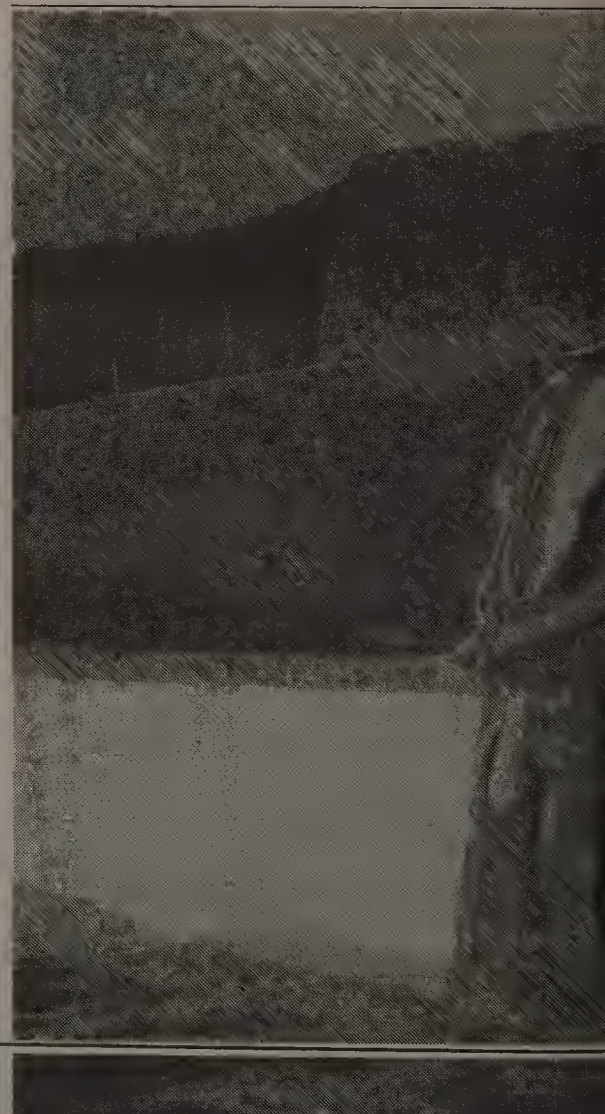
Over the last 10 years, West has ridden out five hurricanes in a little bay large enough for just two boats. Once in the bay, he set out a 95-lb Danforth on non-stretch line as his main anchor, a Fortress FX-33 on nylon line as a main back-up, and had two smaller anchors and his hurricane mooring as the ultimate back-ups. This for his 15,000-lb catamaran.

Peter Brown, who gave up a successful personal injury practice in San Francisco 12 years ago to cruise the world in a succession of boats, did what most folks in the St. Martin region did. He secured his Norseman 400 *Nepenthe* as best he could in the region's fabled hurricane hole, Simpson

Lagoon. Utilizing a system of multiple tandem anchors, Brown then sought shelter ashore with a group of cruisers — and hoped for the best. Some of those he stayed with were families who figured it was better not to risk their lives. Others were mothers and children whose husbands and fathers refused to leave their boats unattended. It's estimated that 20% of the boats in the lagoon had people stay aboard for *Luis*.

But Brown had no trouble making the decision to leave his boat. "I didn't want to find out what it would be like on a catamaran in 140-knot winds," he says. "In the end, I would find out anyway."

And then there were those who decided to ride out the hurricane at Pelican Marina — even though that hadn't been their first choice. Eleven months ago, Robert and Holly Dietrich, with their seven and four-year-old sons, and Jack and Sue Dally left their respective berths in Sausalito's Schoonmaker Marina. The Dietrichs aboard their classic S&S 65 *Cascade*, Jack and Sue aboard their Freeport 41 *Dalliance*. After participating in the Baja Ha-Ha and cruising Mexico for a few months, both couples



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shipped their boats to St. Thomas, and later took berths at Pelican Marina inside St. Martin's Simpson Lagoon.

When Jack and Sue mentioned they might try to outrun the hurricane — this a day after the record-breaking *Windward Passage* had departed — they didn't get much encouragement from the Dietrichs. "You'd be fucking nuts to try that," advised Holly, who only uses such language when she feels her friends might be putting themselves into mortal danger.

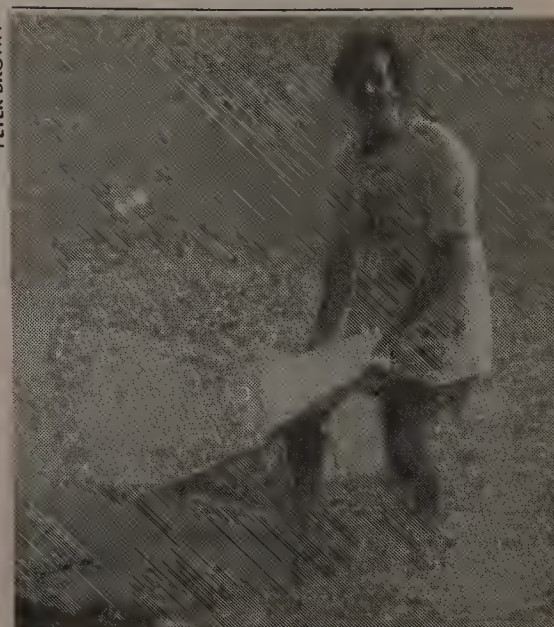
Peter Brown's 'Nepenthe' was smashed, flipped and eviscerated. He's looking to pick up another catamaran.

With that option discarded, Robert and Jack dinghied out to survey the situation in the Simpson Lagoon. Initially, their inclination was to get away from the dock. "But when we got out there and looked around," remembers Jack, "we quickly changed our minds. In addition to all the sailboats, the lagoon was rapidly filling up with barges, ferries, small ships, tugs and everything else. And each time the bridge was lifted, another 50 boats poured in."

"It was a tough decision to stay in the marina," agrees Robert, "but we figured that boats dragging down on us would be an even bigger danger than the storm itself." This outlook wasn't unanimous among boat-owners in the marina. The owner of the 65-ft trawler who'd been sharing a U-shaped dock space with *Cascade* decided he'd be better off in the lagoon. He no longer has a boat.

"We spent two full days preparing for Luis," says Holly. "The first day was spent getting everything possible off the boat — which is much more involved than you'd first think. We spent the first half of the second day running lines every which way, making sure to allow for hurricane surge. The second

PETER BROWN



After 'Luis' had finished with them, some cruising families could hold everything they owned in one hand.

half of the second day was spent securing nearby boats whose owners or charter management companies weren't around. We had to strip windage off them and use some of our own lines to secure them — in order to protect ourselves. The marina staff was great and did all they could, but there were just too many boats for them to care for."

Jack and Sue did a similar job of securing *Dalliance*. There was no way one of Jack's CQR's was going to drag; he 'set' it behind a concrete embankment on shore.

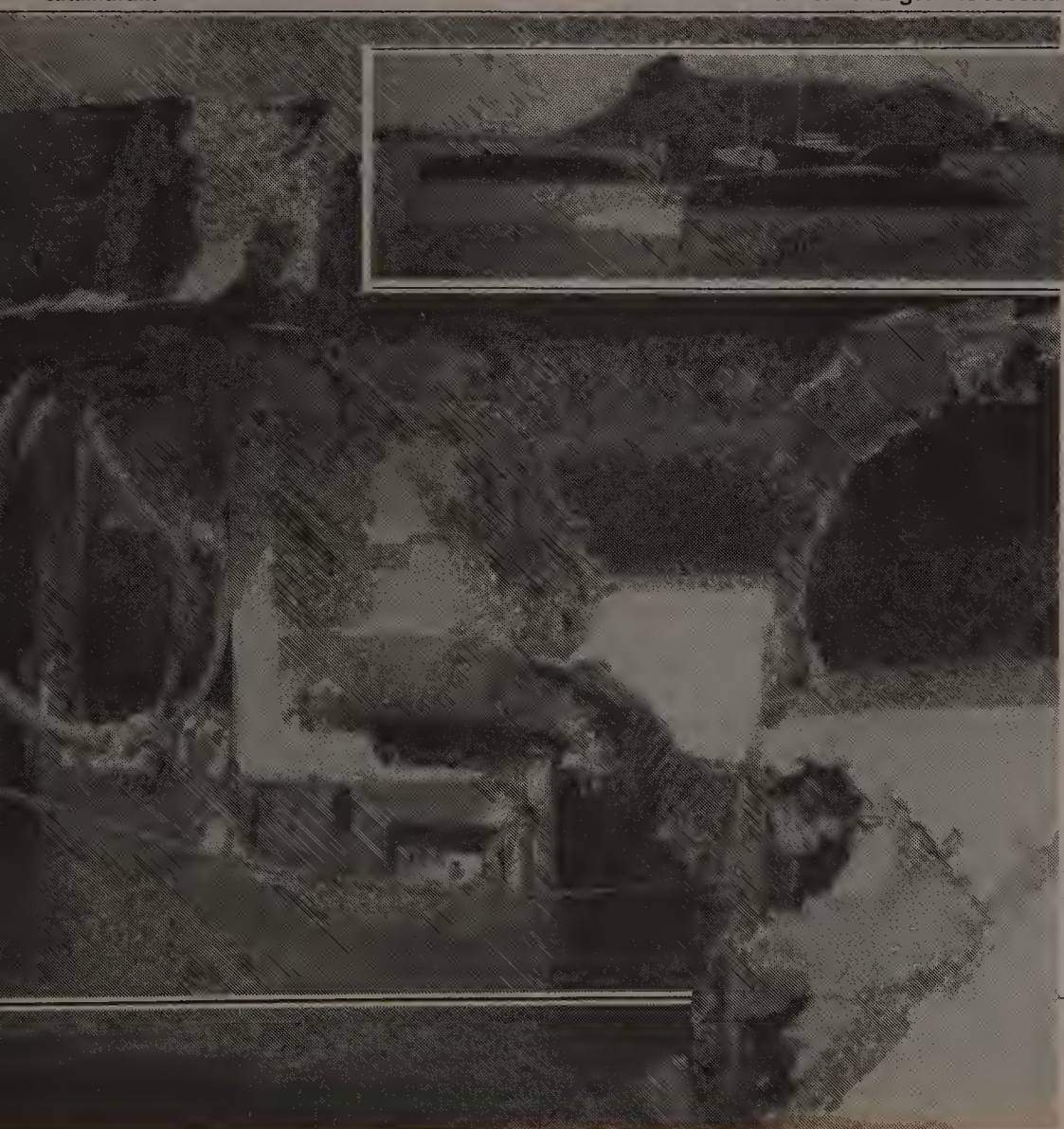
When the boats were prepared the best they could be, the Dietrichs and Dallys took shelter in one of the newer concrete hotels. "You have no idea what it feels like to walk away from your boat in a situation like that," says Holly. While walking away may have felt weird, it was the healthiest thing to do. Men, women, and even children died as a result of staying on the boats in the lagoon.

Mariners in the British and U.S. Virgins were making similar preparations, as *Luis* was headed right for them. On Puerto Rico, government officials said it wasn't a matter of if *Luis* would hit, but when and how hard. They were wrong. The Virgins would suffer some damage, but more people on Puerto Rico got killed preparing for the hurricane than from the hurricane.

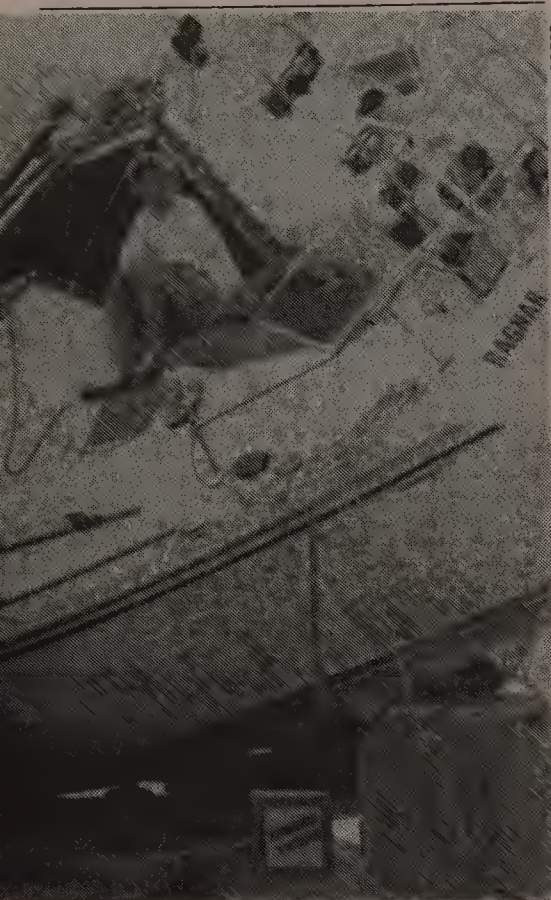
Destruction on Antigua

An immensely powerful hurricane, *Luis* was also huge, with an eye as wide as 60 miles in diameter. It made its first Caribbean landfall between Antigua and Barbuda. As would be the case with most of the other islands in its path, the wind came from the northwest at up to 150 knots, then, as the eye passed, swung around to come from the south at up to 165 knots. Because it was such a large hurricane, it didn't come and go quickly, but just kept blowing and blowing and blowing and blowing.

PETER BROWN



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Twenty-seven year old Michele Smother of San Diego found the boat she was sailing on high and dry in St. Thomas — courtesy of 'Marilyn'.

"I shared a 12-foot by 6-foot room with my boyfriend Joe Hutchins, two other friends, and four dogs for 36 hours," recalls Gillian Noel, one of Antigua's better women sailors. "It started with 8 hours of 35 knot winds, then 20 hours of hurricane force winds, and finally 8 more hours of tropical storm force winds. It went on forever.

"The wind blew hardest from the south, and huge swells poured through the Pillars of Hercules toward Nelson's Dockyard, with waves breaking on the Dockyard itself. Naturally, all the boats had been taken off it. Approximately 13 boats were knocked over at the Slipway by powerful winds. To give you an idea just how strong the wind was, in the process of scrambling from a boat to shore, Andy of *Badger* is said to have had to climb over the keel of a bare-poled boat that was being knocked down by the wind!

"Fortunately, English Harbor is an excellent hurricane hole. Most of the boats fared well until the 70-ft ferro-cement schooner *New Freedom* — for which everything possible had been done to brace her for the storm — broke free. She took about 10 boats with her. Just about everybody else, including the Sun Yachts charter fleet, did well back in the mangroves.

"Only a couple of boats stayed in Falmouth Harbor," reports Gillian. "*Lady Janine*, a 40-footer, ended up across the main road in the front yard of Sam & Dave's Laundry. Carlo Falcone, who owns the marina in front of the Antigua YC, wasn't on the

island, and both his sailboats — a 40-ft sloop and the classic 70-foot gaffer *Finan's C* — were in Falmouth. His sloop ended up next to the yacht club and G&T's Pizza, her second spreader right up there with the Antigua YC burgee — which, like the yacht club, came through tattered but intact. But the clas-sic old *Finan's C* split down the middle. Carlo is going to take her out to be sunk.

"The old marina office, where everyone sits during Antigua Sailing Week's Lay Day festivities, is gone, but the brand new marina office and most of the docks survived. The Cat Club across the way suffered some damage to the old docks, but will be all right. The craziest thing of all was that this huge tug, about 150-ft long, ended up on the main road to English Harbor. Somehow the crew got her off themselves.

"English and Falmouth Harbors had to go without electricity, water, and phone service for awhile, but otherwise they came through fine. Joel Byerly's Nicholson's Yacht Sales office is all right, the chandlery made it, Copper & Lumber is perfect, Nicholsons charter office was undamaged. Everybody will be ready for the Crewed Charterboat Show — the world's biggest — come early December, as well as for high season.

"I work at Antigua's other big yachting center," continues Gillian, "which is Jolly Harbor. I figured it was going to be destroyed, but I was surprised to find how little damage there had been. A few roofs were off, but electricity, water, and phone service were hardly interrupted.

"During the summer, a lot of big boats are hauled and set in 'hurricane holes' for the summer. They did well. The only damage was to two catamarans which were dismantled — possibly by flying debris — and to the Swan 59 *Odalisque*. The Swan, owned by Bob Garvie of the St. Francis YC, had been put in a hurricane hole dug in the dirt rather than cement, and fell over 45°. She looks fine, although her interior may have been tweaked."

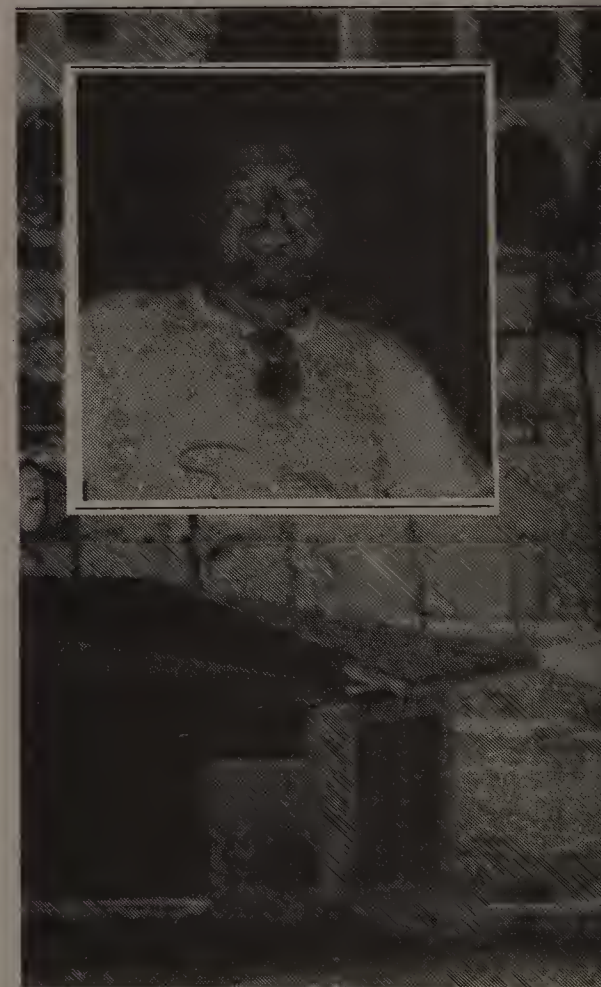
The two big yachting centers on Antigua may have made out well, but the rest of the island wasn't as fortunate. The U.S. Navy recorded a gust of 225 mph, so it's not surprising that the control tower at the international airport was blown away. An estimated 70% of the island's houses were severely damaged or destroyed. Although many of the residences weren't much more than glorified 'rasta shacks', even the Prime Minister's home lost its roof. Shirley Heights, overlooking English Harbor, had some mementos of Admiral Nelson's era blown away.

Fifteen foot waves poured into the main

commercial harbor at St. John, driving the island's fishing fleet into the Public Market. Government tugs were also driven ashore. Hotels along Dickinson Bay — one of the major overnight stops during Antigua Sailing Week — were either damaged or destroyed by similarly large waves. We've gotten no firsthand report on the status of Crabbs Marina on the north side of the island, but one story going around is that a wave pushed a boat 150 feet into the mangroves — where she landed without a scratch!

Like always, news from nearby Barbuda — a low-lying, lagoon-dominated, somewhat primitive island with 1,500 residents — has been sketchy. The most persistent report is that the island, which is normally off-limits to bareboats because of the surrounding coral heads, has been split into six distinct parts! Long a favorite with sportsmen and seekers of solitude, the 'new' Barbuda(s) will likely be more intriguing than ever.

Before it finished with Antigua and Barbuda, Luis began hammering St. Barts, which many of you know is a gem. Communication with the little French island has been difficult, but apparently it was hit hard. It was reported that all the sand had washed away from Flamands, one of the world's



THE 1995 HURRICANE SEASON

great beaches, and that "all marine interests" in Gustavia were destroyed.

But there's reason to be optimistic. For one thing, the hills of St. Barts surely protected many structures, and most of the buildings in little Gustavia are either built of hurricane-tempered stone or other sturdy materials. In addition, the Port Captain was working out of his office two days after the storm, an office that would have been as vulnerable as anything. A relatively small island treasured by the affluent, St. Barts is likely to bounce back faster than the larger, less prosperous islands. You can bet it will be packed for Christmas and New Years.

Survival on St. Martin

Since Randy and Michelle's secret hurricane hole is on the northwest side of St. Martin, they were among the first to be hit by Luis "We started getting it in the middle of the afternoon," remembers Randy, "but it wasn't bad because it was just *Tryst* and us in the hole. After a couple of hours, the non-stretch line I foolishly used with the 95-lb Danforth had broken. We then hung from

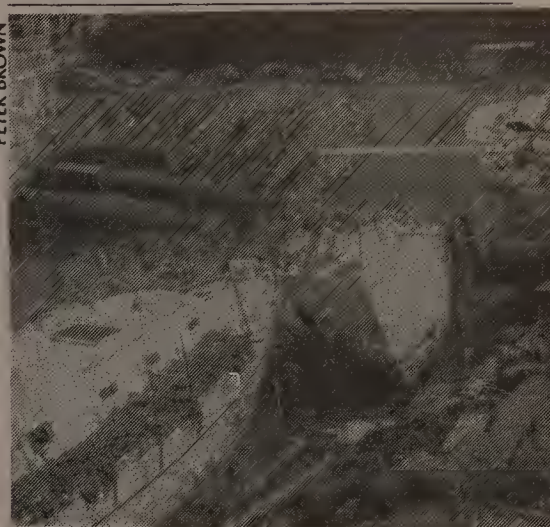
Spread, 'Marilyn' tossed boats onto the Charlotte Amalie waterfront like they were toys. The damage was tremendous. Inset, survivor Dally.

the Fortress FX-33 and stretchy line for several hours of winds in excess of 125 knots. What a great anchor!

"It was actually very comfortable inside the boat, but even with goggles and foul weather gear, it was unbearable outside. It was blowing so hard that it was nearly impossible to see, but then Michelle and I spotted a 'ghost ship' coming at us. She turned out to be a 48-ft Brazilian catamaran that had been blown out of Grand Cul de Sac and over the reef, and then over another reef and into the little bay where we were! Nobody was aboard, and this ghost ship flew right at us at a terrific speed. I used full power on my 100-hp outboard to steer away from her — and made it by a matter of just inches! She went by and up on the beach so fast that we didn't even get her name.

"Anyway, the wind kept blowing harder and harder — I've got a printout from a wrecked motoryacht that shows it gusted to 176 knots. After a while my anchors and my hurricane mooring — which bent like a pretzel — were unable to take the strain and we started dragging. After about two hours, we rode a five-foot wave onto the sand, flew up the beach, and came to a stop atop a bulldozer. Except for 40 minutes of calm when the

PETER BROWN



Small ships, ketches, sloops, catamarans, Rick Parasol's Tiburon-based 70-ft ketch 'Serena' — they were all destroyed in Simpson Lagoon.

eye passed over, Michelle and I just stayed inside the rest of the night — and we were comfortable. We flew a hull a couple of times and twice put pillows on the side expecting to be blown over — but we never were.

"Luis was a fine storm," West concludes, "one to measure others by."

Not Such A Good Hole

Eight miles away in Simpson Lagoon, Luis wasn't even blowing hurricane strength before problems became evident. With the wind out of the northwest, large waves built over the two-mile-long lagoon. As a result, boats dragged into each other and/or pulled other anchors loose. This set off innumerable chain-reactions. One after another, boats were blown down onto Snoopy Island, sometimes two, three and even four right on top of each other.

When evening came, the wind began howling well in excess of 100 knots, and there was no question it was going to be a night of death and destruction. The VHF radio came alive with angry shouts, warnings, and horrifying pleas for help. One woman quietly asked for assistance, reporting that her husband had drowned and she was alone with her child. Although she got a response, she didn't transmit again. In reality, it's highly unlikely anybody could have done anything at that point.

Between hearing tales of horror and calls for help on the VHF, from Peter Brown and his friends would sporadically get reports — from folks still out in the lagoon — on the status of their boats. One by one, they were told their boats had been smashed or disappeared into the night. For some folks sitting out the hurricane with Brown, their uninsured boats and the contents represented all their net worth.

Midnight Madness

"You just can't imagine how powerful the force of the wind was," says Holly. "Tiles, wires, plants — everything was swirling



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through the blackness in the most fantastic way. We watched one roof across the way as it was pulled right off a building! After a few hours I just assumed our boat was lost because I didn't think *anything* could survive the force of that wind."

Much didn't. "The nine-story Maho Beach Hotel was one of the finest on the island," says Jerry Blakesly, "but the wind was too much for the upper three floors. First the windows blew out, then the furniture, and finally all the sheetrock. There was nothing left but the framing. I saw another place where a \$1,200/night suite simply disappeared."

A person had to be a fool to go out in such conditions, but around midnight, with the hurricane near its strongest, Jack and Sue ventured out into the storm. They just had to see how *Dalliance* was doing in the marina. Getting there wasn't easy. "I had to clear 3 feet of debris from the front of the hotel garage," Jack remembers with a laugh, "and then stop several times to clear fallen trees, downed electrical lines, roofing and other obstacles. At least it was warm out."

Shielded somewhat by the buildings of the marina complex, Jack and Sue were able to see that although many boats in the marina had been damaged or sunk, both *Dalliance* and *Cascade* were all right — but in peril. *Dalliance* was being banged on the beam by a loose boat, and *Cascade* was about to be holed by the mizzen of a sunken yawl. Jack got on the radio and reported the situation to Robert.

Fueled by adrenalin, Jack, Sue and Robert soon found themselves crawling down the dock on their stomachs in the middle of a black night, in the middle of a terrible hurricane, while being 'firehosed' by lagoon water that was already heavily laced with the gas and diesel from sunken boats. The fury of the hurricane was so great that they couldn't hear one another except when shouting directly in someone's ear.

Robert needed to get on his boat — about 15 feet from the dock — in order to keep her

With winds up to 165 knots, many — but not all — catamarans were flipped in St. Martin. But the most serious damage came from being rammed.

from being holed and sunk. As soon as he got to the end of the dock, he stumbled upon a big lifering. Despite the four-foot chop inside the marina, the shrieking wind, and the terrible visibility, Robert got in the water and — with Jack's help — pulled himself on the lifering over to *Cascade*.

"I have no idea how I got to her or how I got aboard," Robert laughs in retrospect, "but when I did, I very carefully planned exactly what I was going to do. It took about an hour, but with the help of the windlass and the electric winch at the stern, I was able to pull *Cascade* free of danger."

Jack, but not Sue, was able to get to *Dalliance* and save his boat from further damage from the assaulting boat. Sue was later able to join Robert aboard *Cascade*, and the three of them sat out the remainder of the hurricane on the two boats.

Aftermath

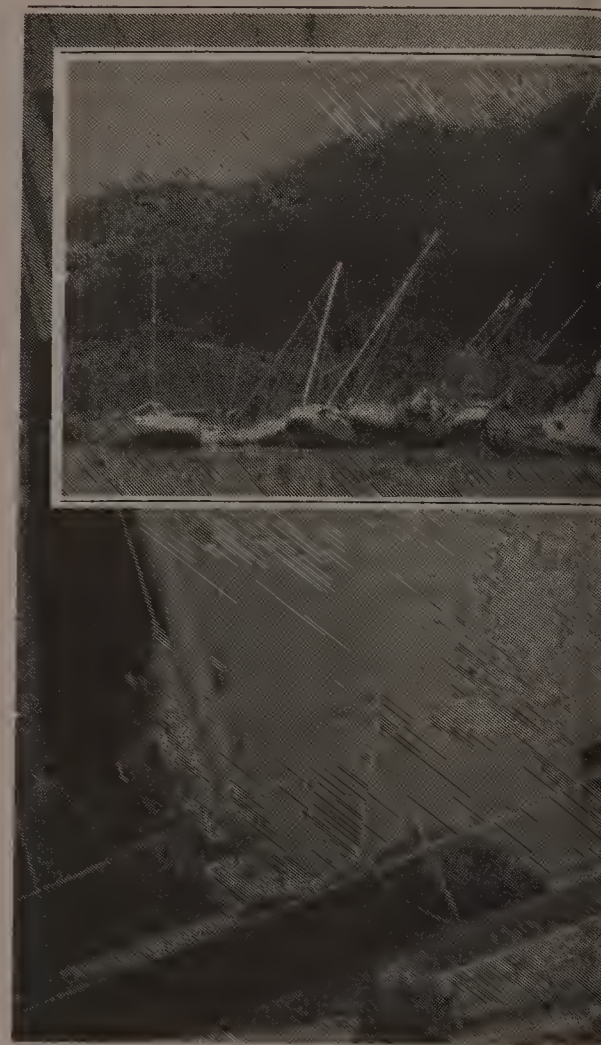
With dawn came a horrible sight. Both *Dalliance* and *Cascade* had suffered only minor damage, while almost every other boat in the marina had been battered or sunk. Out in the lagoon it was much worse. Dotted with nearly 1,400 boats the day before, it was now empty — save for the masts of the 30 or 40 sunken boats. The hundreds upon hundreds of other boats were now lining the shore in various stages of disrepair or destruction.

Some of the few boats still floating were flipped catamarans. One of these was Peter Brown's *Nepenthe*. As you can see from the accompanying photographs, she was not just flipped, but savagely destroyed.

The Dutch side of St. Martin was a terrible place to be. During the height of the hurricane the night before, huge crowds had looted the liquor and food warehouses, and with first light, they moved on to other targets. Unlike the French side — where the border had been sealed — there was no order until 300 marines arrived several days later. One man had his generator stolen from the transom of his beached boat while he tried to repair the bow.

Everywhere one looked, there was misery and heartbreak, both on peoples' faces and in the detritus that was all around. Robert and Holly, and Jack and Sue were naturally grateful their boats were two of the very few that had made it through relatively unscathed, but they felt a terrible guilt. So many others had lost everything.

American Airlines, which had inexplicably flown tourists to St. Martin almost right up to the hurricane hit, came through with flying colors. All anyone had to do was show an American passport and sign a chit, and they



were put on a plane back to the States. A lot of sailors took advantage of this offer. Air France, on the other hand, wanted \$1,000 a seat to fly back to Paris.

With the Dutch authorities either unable or unwilling to demonstrate any leadership, nobody knew who had lived or died, or the extent of the damage. Electricity, water and telephone service was out of the question — as was any action toward restoring it or helping those with damaged boats.

It was left to Sue Dally to work 10 hours a day creating a data bank of the status of boats that had been in Simpson Bay. Representatives of 838 vessels checked in with the gruesome news: 37 were reported afloat, 70 sunk, 2 partially sunk, 40 on the rocks, 81 beached, 20 aground, 191 salvageable to some degree, and 19 total wrecks. There were approximately another 400 boats in the Lagoon, many of which were charter, commercial or government vessels.

Nobody knows how many people died, but it's believed there were at least nine in Simpson Lagoon. A man, woman, and two children were widely reported to have been found in a boat crushed by several others near the entrance to the lagoon. An unconscious woman was found four days later in an air pocket of a sunken vessel.

An island that prospers almost entirely off tourism, the Dutch were widely chastised for denying the number of deaths and injuries



PETER BROWN

THE 1995 HURRICANE SEASON



JACK DALLY

Spread; 'Tranquility Base' after 'Luis' sunk her at Pelican Marina. Inset, Gruesome scenes like this could be found all around Simpson Lagoon.

and the extent of the destruction. Even weeks later they seemed incapable of restoring services or taking any action — and in fact were thwarting outside assistance.

The lucky ones were those whose boats ended up on the French side. There was order, soon there was electricity, and there was help in the form of food, water, and assistance in getting sound boats back floating again.

"My compliments to the French, who really have it together," says Randy West. "There's no looting, the lights are on, the bars are open, everything's cool and people are having fun. But there's still a big mess even out here in 'the country'. Club Orient, for example, is a scene like right out of Viet Nam, with a boat halfway through the complex. But the beach is huge, three times as big as before."

The Dutch shopping district of Philipsburg, which has played host to the money waving tourists from more than 500 cruise ships a year, is widely reported to be almost totally destroyed. The hillside shanty towns of illegal immigrants have been bulldozed. Even though only two or three miles from Simpson Lagoon, nobody had firsthand information. Travelling that far was virtually impossible.

Much luckier than most were The Moorings and Sun Yachts, which have their bases at Oyster Pond on the east side of the island. While untended boats of a third company, Omega/Tradewinds, apparently had damaged their fleets, they came through in pretty good shape. Sun Yachts even had two European groups that, 1) refused to leave the island before the hurricane ("we've never been through one"), and 2) insisted on being allowed to take their boats out on charter the day after *Luis*. They were accommodated. Both companies' bases will be in nearly full operation again by October 15, and going full blast by December.

As for the rest of St. Martin, the future is uncertain. The hotels and cruise ship facilities have been devastated, and it's unlikely they'll be ready for any serious business for many months to come.

Having done enough nasty business, *Luis* skirted north of the British Virgins and Puerto Rico, causing only minimal damage.

Picking up the Pieces

With *Luis* gone, it was time for people to try to get their lives back together.

"Right now, Michelle and I've got a great place out here in the country, and there's even some new surf breaks out front," says Randy. "*Shadowfax* has 12 holes in her triple-skin hull, so I got out the hand-saw and wood rasp, and put up a sign: 'Aboriginal Boat Works, S.A.' The French have been great, getting my boat off the bulldozer,

giving us cases of French Army rations — which include salmon pate, jellied chicken, lentils and other good stuff not included in MERVs (American C-Rations) — and making sure we're all right. I used a hydraulic ram from a wrecked Centurion 61 to lift my boat up so I could begin repairs, and things are going well. After working on her for a couple of weeks, we'll have a traditional old Caribbean cat launching party, and we'll just lift *Shadowfax* and carry her back into the water. Come Christmas we'll be chartering out of St. Barts again."

Although his boat was a total loss, Peter Brown still hasn't had enough of cats or cruising. "I'm scheming to buy one of the wrecked cats, maybe the Brazilian 48-footer."

Jack and Sue have cosmetic work to do on *Dalliance*, but are in good shape and good spirits. "We and *Cascade* were just lucky, that's all," says Jack.

Robert and Holly had just put everything back on *Cascade* and began varnishing when the news came — hurricane *Marilyn* had suddenly formed and was coming right at them. "It was just terrible," says Holly. "Everybody was just coming out of shock and starting to put their lives together, and another hurricane!"

Fortunately, *Marilyn* veered, only hitting St. Martin with 75-knot winds. We spoke to Holly during the height of that storm, and she and Robert were making plans to get south and out of the hurricane zone at the first opportunity.

Marilyn & St. Thomas — No Romance

Although several weeks have already passed since *Marilyn* stormed through the U.S. Virgin Islands, communication links with St. Thomas are virtually non-existent, so we haven't been able to get a single first-hand report. Video clips and wire service news photos, however, tell a tale of terrible destruction in Charlotte Amalie.

When the wind came out of the south, the raging swells would have driven anchored boats right up into the streets — which was confirmed by photos. *Point Ledge*, the Coast Guard 82-footer broke free from her mooring, and then lost power in both her engines. She and her crew landed halfway up on the main road.

Survivors say that 79 out of 85 boats at Yacht Haven, the main marina, were badly damaged or destroyed. Crown Bay Marina, more protected, probably did better. Photos show a large number of boats having been knocked down near the Independent Boat Yard, which is back in the mangroves. Yet representatives of Caribbean Yacht Charters report that because of extreme care — the placing of tires between boats and removing all windage including lifelines and stanchions

1995 HURRICANE SEASON

— that most of their boats came through in fine shape. In fact, they've already been sending boats out on charter.

St. Croix and St. John were reportedly not damaged as badly as St. Thomas — although St. John's main harbor of Cruz Bay was devastated and five were killed on the island.

The Outlook

Area by area, here's the outlook for the Luis ravaged areas of the Caribbean.

Antigua — They'll still be plenty of smashed up buildings on the way from the airport to English, Falmouth and Jolly Harbors, but those places — including the historic buildings — will all be fine. Plenty of crewed and bareboats will be available. The reefs and beaches have changed a little, which could be fun, and they'll be some new wrecks to dive on.

St. Martin — This island's main tourism engines — the vacation hotels and the 500 cruise ships that have been calling each year — have been crippled and will be for many months, if not years, to come. It's also going to take time for the lagoon to cleared and flushed out, and restaurant rows such as at Grand Case to be rebuilt. On the positive

side, Blakesly reports the beaches are already coming back, and The Moorings staff says new buds are already on the plants at Oyster Pond.

It may sound odd, but we believe this winter will be the ideal time to charter out of St. Martin: no cruise ship hordes, fewer obnoxious tourists, fewer jet-skis, and fewer people on the beaches. In fact, this winter might well be the best time to sail the St. Martin, St. Barts, Anguilla area in years. As soon as Big O crosses the Atlantic in December, that's exactly where we'll be sending her. American and Delta are flying to St. Martin, they'll be plenty of taxis, and despite the losses, charter boat companies will be moving in replacements.

U.S. Virgins — As is the case with St. Martin, we can't see cruise ships returning anytime soon, and we don't have accurate information on how long it will take for the rest of the area to get back in shape. But air service has resumed, they've got taxis, and they'll have replacement bareboats to fill out the fleets by December. Since charterers immediately leave St. Thomas for St. John and the British Virgins anyway, the destruction at Charlotte Amalie should be

nothing more than a drive-by curiosity.

British Virgins — Despite some damage from Luis, the British Virgins are in excellent shape. Within a day of Marilyn large groups were already departing the bases on Tortola. All the charter outfits are up to speed, the restaurants and bars are back in action — it's already been business as usual for weeks.

Remember how everybody thought all of Northern California had been destroyed by the earthquake? They freaked out on misinformation. That's how it's likely to be in the Caribbean this winter. So if you think less crowded means more better, think about Antigua, St. Martin and the Virgins this winter. If you're unsure, there's still Martinique, St. Lucia, and the Grenadines.

Next Time

After all this, would you leave your boat in a hurricane zone? It's all a matter of perspective. Robert and Holly certainly won't. Jack and Sue say they would — if they had a good reason, such as a job. Peter Brown seems like he'll hang around — but have insurance. As for Randy West, there's no question. "Sure I'll stay, it's lovely down here, mon!"

— latitude 38

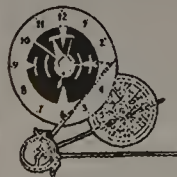


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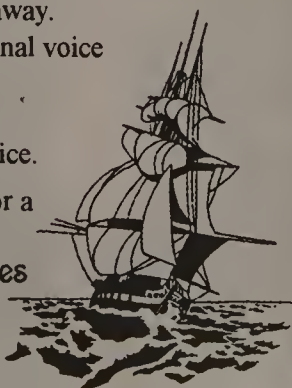
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Lowell & Bea North

This is Part II of our Conversation with Lowell & Bea North.

To bring anyone who missed the first conversation up to speed, the 67-year-old Lowell founded and built North Sails into the biggest sailmaker in the world before selling out in the late '80s. The winner of Gold and other medals in the Olympics, he was also a much sought after racing skipper. He's spent much of the last six years cruising with his kids — and even his ex-wife — aboard his Tayana 52 Wanago.

While in Mooloolaba, Australia, two years ago, he met and fell in love with Bea, an American widow living in Australia. The couple were married on Mt. Tam last year. Our lunchtime conversation with the Norths was only possible because they'd left their boat in Dar-es-Salaam, Africa, so Lowell could return to the States to get a shoulder joint replaced. He'd previously had both hip joints replaced, operations that have been major successes.

We didn't see North after the shoulder operation, but his former Star crew Jim Hill of Palo Alto and his wife Robbie spent a weekend in Bolinas with Lowell and Bea, and reported the operation had gone fine. The Norths are now both back on Wanago in Dar-es-Salaam, Tanzania — although the doctor would have preferred Lowell's shoulder be allowed a longer recuperation.

A major error in our transcription of Part One was brought to our attention by Kay North, Lowell's ex-wife. She reports that her son Danny's girlfriend's name is Kaja, short for Kathleen. We'd mistakenly referred to her as Audrey. Kay believes she found two other errors:

"I'm not sure what Lowell meant when he said he'd made 18 trips down to my lawyer during the week before he remarried, or that our previous financial arrangement had been changed in any way. Neither of those things are true — and I'm afraid that some people who don't know me might get the impression that I'm greedy or graspy. Neither Lowell nor I have been that way — which is why we were able to have such a congenial separation for all those years and remain such good friends. As is the case with the rest of my family, I enjoy reading *Latitude* and am eagerly awaiting reading the second installment of your Conversation with them — as well as about further adventures they might have."

Part One of the Conversation ended with the following:

Lowell: Some people look at us and say, "Wow, you don't have a liferaft. How could you not have a liferaft?"

I guess I just don't like liferafts. And I would just never want to be in a liferaft for 10 days — or even a week. Besides, I'm too cheap to spend the \$3,000 to buy one.

38: Do you think your dinghy would work well enough as a liferaft? In some situations, it seems like a dinghy might actually be preferable to a liferaft. You could 'actively' drift to try and help yourself instead of pretty much being stuck in one place with a liferaft.

Lowell: The drawback of using a dinghy for a liferaft is that it would turn over in a storm and you'd have to keep turning it back over and climbing into it. So that wouldn't be good. But if Wanago ever sinks, I don't think it will be because of a storm. It's more likely we'd be run over by a ship or something.

Bea: My job in emergency situations is getting the EPIRB.

Lowell: We take good care of our EPIRB. It's stored below and we test it periodically.

By the way, we just talked to the manufacturer, ACR, about replacing the EPIRB battery. The woman there said it can't be done in Africa, that our unit had to be shipped home. But she said the good news was that the battery will actually last twice as long as they say it will — in other words for 10 years.

That's a little misleading, however, because a guy from ACR later explained that after the stated five-year life of battery has passed, the battery life is down to one half. Instead of the EPIRB transmitting for 48 hours, it would only do it for 24. So we really do need to replace the battery, and were back to the problem of ACR not being able to replace it in Africa.

Ultimately, they came up with a solution. They're going to send a new EPIRB to their distributor in South Africa, who will then exchange it with our old one. But I don't know how much it's going to cost. For some reason he didn't tell us — and I didn't ask.

38: A .406 EPIRB is one of the most important pieces of equipment on any boat sailing offshore, don't you agree?

Lowell: Yes, the .406 EPIRB system is amazing and seems to

work very well. We've heard stories from people off here and there who accidentally set off their .406s — and bingo! — they get a call from the Coast Guard right away.

38: Do you ever take sextant shots or is that instrument history?

Lowell: We use a GPS — and bought a second one in case the first one craps out.

But here's a funny story: As we were approaching Darwin, our Micrologic GPS wouldn't update our speed and course as frequently as it had before — but it was giving us our position. From Darwin to our next stop, it got progressively worse. Then on the way from Bali to Singapore, it got so bad that it would show the same coordinates for as long as an hour.

But before it had happened to us, we'd heard about others having similar problems with Micrologic units. So one of the cruisers from San Diego phoned Micrologic from Bali, and was told that the government had changed something in the satellites that caused the problem. And that all anybody had to do was bring the unit to the nearest Micrologic dealer and they would fix it.

Apparently all the Micrologics of this series — including all the different models — had the same problem of slow deterioration. It seems obvious to me that nothing in the satellite could cause it, and some guy at Micrologic must have put some bug in the program to cause them to slowly give fits.

On the last leg to Singapore, we were travelling with another boat who loaned us his spare GPS, an old Garmin, so that temporarily solved the problem for us. Our primary Micrologic was still working, but only sporadically. Our old Micrologic backup, which we'd loaned to a friend sailing from Bali to Singapore, didn't work at all.

When we got to Singapore, we took the unit to the Micrologic agent — a real sharp guy. He fixed it completely in 10 minutes by loading in some new software. But he stuck to the company story that it was the government's fault, and he wouldn't budge from it. It was a strange thing.

But I really like the Micrologic GPS because it's such a nice little machine that's both accurate and easy to use. I'd liked the first one

so much that I'd bought a second. So we have two handheld GPSs on *Wanago*. Handhelds, because if the main antenna goes, they'll still work. And we keep the back-up unit wrapped in tinfoil in the aft stateroom.

38: To make sure it stays dry?

Lowell: No, the tinfoil keeps lightning from wrecking it.

A boat in Singapore got struck by lightning, and he had \$50,000 worth of damage. One of the things damaged was his VHF portable radio that was just sitting in the salon table. It wasn't hooked to anything, but it was still destroyed. Had it been wrapped in tinfoil — I've both read and been told — it probably would have survived.

Bea: Remember what happened to *Ocean Wanderer*?

Lowell: She's a Tayana 52 just like ours, and they lost their windlass motor and all kinds of stuff because of a lightning strike. Actually, the damage wasn't permanent, as they were able to get most of it repaired. Nonetheless, I just bought one of these things with 'fur' that you put on the top of your mast. West Marine sells three different models, and I bought the Forespar one because it cost the least. Whether the thing will actually work or not, I don't know. But one guy in San Diego researched it and said it might work, so I just took his word for it.

38: We attach a big cable to the backstay and/or the upper shrouds, then throw the end into the water.

Lowell: I think that's good. But our boat isn't really well grounded. The guy who used to own her put that copper stuff all around the keel — it was encased in that 3M stuff with the sticky back. The salesman had convinced that guy that he ought to put the copper stuff on the *whole* bottom of the boat because then he wouldn't need bottom paint. Well, that's bullshit.

After I owned *Wanago* for awhile, parts of the copper started peeling away from the keel, exposing the white gelcoat. Well, we had more fouling growing on the copper areas than we did where the bare gelcoat was exposed! And by a lot. I mean sea life would grow on that copper stuff like it was fertilizer. Since the copper kept peeling off by itself, we went ahead and finished the job ourselves.



In any event, for a long time I left just enough of the copper stuff to use as a ground plane for the radio. But when that started to come off, I just put about a three square foot piece of brass inside the lazarette. It's really helped the performance of the radio.

38: We got into an impressive lightning storm on the way from Antigua to Panama once, and kept remembering how important it is not to stand between large metal objects such as the mast and the main engine or the main engine and the generator. Lightning's pretty spooky.

Lowell: People who sail on the West Coast don't always realize how dangerous lightning can be to sailors. I know that people have been killed by lightning while sailing small Star boats.

I remember racing on an aluminum boat on the Great Lakes once, watching boats all around us getting struck by lightning. I thought, 'Boy, I'm sure glad we're not being hit.' But after the race ended, nothing was working at the masthead. Somebody went up and discovered it had all melted! It was a disaster up there.

38: How important have you found radar to be?

Bea: We use it a lot.

Lowell: Well, we used it enough so that when our original radar got a little crappy — I had to repair it two or three times and it still wasn't working very well — we bought a Furuno. One reason I got the Furuno model I did is because you can put it in 'sleep' mode, which means it turns itself on every few minutes and searches its memory to see if anything has changed in its circle. If it has, it sounds an alarm. I've tested this feature, and it seems to work, although I've never used it in 'anger'.

Bea: Having radar sure was great while coming up the Bangka Strait — which is about halfway between Bali and Singapore.

Lowell: We got into this heavy smoke — all the boats did — that was caused by all these fires on Sumatra. We were travelling in company with another sailboat, and visibility was so bad that we couldn't see each other. We'd be on the radio with each other and looking at our radars, and it was tricky going because sometimes we'd have as many as 30 targets on the screen.

conversation:

Bea: The smoke was so thick that we couldn't see them — even though we could hear their engines.

Lowell: We'd have disagreements with boats behind us about whether what we were seeing was islands or ships. One time the cruiser behind us was nearly run over by a tug towing a barge — which he'd mistaken in the smoke for an island. (Laughter.)

Prior to that experience in the Bangka Strait, I would have said that radar was only really essential for people who find themselves in a hurry; people who have to get some place while it's foggy or in the middle of the night. But what you find is that except for the West Coast of the United States, there isn't all that much fog in the world. But I agree, that smoke in the Strait was reason enough to have radar.

Bea: It was so bad that I thought I was going to die of smoke inhalation! And it was constant. For three days and two nights, we never saw the sun or the moon. I'm not certain, but I think the smoke is a common thing in that area at that time of year; they're burning fields or something. But I kept thinking, what would we have been doing if our GPS was frozen and we had no radar?

38: Lowell knows. What did everybody do 20 or 30 years ago — or even 10 years ago — when GPS was non-existent and radar was more expensive and far less reliable?

Lowell: What people did was not go to some of the places that cruisers routinely go now.

Bea: Without the GPS and the radar, we would have had to anchor for several days. There's no way we could have negotiated our way through those all those huge freighters with such reduced visibility.

38: Our readers are always asking about 'piracy' in that part of the world. Was that a concern for you around Indonesia and the Malacca Straits?

Lowell: There are no pirates. It's probably the safest place we sailed. Besides, we went all the way up the Malacca Straits as part of the Raja Muda fleet.

38: Malaysia's Raja Muda Cup and Thailand's King's Cup are the two major sailing events in that region. How did you like them?

Lowell: The Raja Muda was a really fun and informal thing — sort of like the Baja Ha-Ha. The King's Cup was more like a regular regatta.

Malaysia, where the Raja Muda is held, is a very lovely country, which I really enjoyed. I was there for a month; unfortunately Bea was back home visiting her daughter and new grandson, and missed it. She eventually caught up with me in Thailand.

Bea: Lowell had a young couple, Sue and David, aboard for the Raja Muda.

Lowell: There were lots of boats that participated. In our division alone, for example, there were about 40 boats. We ended up having a ding-dong battle with *Bamboo*, an Italian-owned Baltic 51. There were two long races and three short races, and each of them counted the same — you got nothing extra for winning a long race. We beat

(laughter) and piled it on the dock.

Realizing I'd made a mistake by starting this 'boat lightening' business, prior to the final race I visited *Bamboo* — both of us were anchored out at this stage in the series — and suggested that we be sensible and not unload all of our gear into the dinghy for the race. That we be friendly and make it easy on each other. But they didn't go along with it — because they later had a big powerboat come along and offloaded everything onto her.

Bea: Did they!?

Lowell: Yes. We left just our anchor in the dinghy because it would be easier than re-anchoring. But we didn't unload anything else. It turned out they beat the shit out of us in that race and thus won the division. But we did come in second.

Bamboo's skipper got his comeuppance, however, because it rained like hell and the stuff they'd taken out of the boat — everything from mattresses to toilet paper — got inundated. The owner hadn't been around, but when he found out, he canned the skipper. (Laughter.)

38: You enjoyed Thailand also?

Lowell: Yes. We were there a month — no, two months.

Bea: Not long enough.

Lowell: It's a lovely country, probably the nicest we've been to.

Bea: After Vanuatu.

Lowell: Yes, after Vanuatu. We rented a car with another couple and drove around for four or five days, and even went up into the Golden Triangle. It was really enjoyable.

38: Expensive?

Lowell: Like Vanuatu, it was reasonable. That means about two-thirds of what things cost here in the States. Actually, there aren't many less expensive places in the world.

Bea: We had a lot of fun in Thailand. One of the reasons was the King's Cup, because it was well done and because Lowell got to do some fun racing. And then we became really good friends with Rolly Tasker and his wife Carrie, who have a sailmaking plant in Thailand. Rolly and Carrie are our age, it's their second marriage also, and we really enjoyed their company. I wouldn't want to live in Thailand, but it's a wonderful place to visit.

One thing that's nice is that you can leave everything out in Thailand and nobody will steal it. Park your dinghy on the beach without a lock, leave things out — Buddhists respect your belongings and don't covet what you have.

Lowell: On the other hand, where the boat is now, in Dar-es-Salaam, I've had to put the outboard belowdeck. If you leave an outboard on deck, it's gone. Well, it probably wouldn't be gone where we are, because the yacht club has worked out a deal with the local fishermen: if they don't steal from the boats or the club, they're allowed to fish in the anchorage. So far they haven't stolen anything off any boats — even our fenders are still hanging there. But away from the yacht club anchorage, everything would be stripped.

Bea: The people are poor in Dar-es-Salaam, of course, which is not the case in Thailand.

Lowell: In Dar-es-Salaam, maybe one fisherman in 30 has an outboard. The rest sail out to fish and then sail home. Some of the sails are really beautiful, and some have like 10 holes in them and are pretty funny-looking. Sometimes you have to wonder how they ever make it home.

38: How would you evaluate the sailing skills of the cruisers you've seen?

Lowell: They're mostly very competent and very helpful — the same you find all over the world. And many of the cruisers making their way around the world are Americans. We actually left the pack and we went to Madagascar . . .

Bea: We left the pack all right!

38: Is there an informal sort of group going around the world with the seasons?

*"Sea life would grow
on that copper stuff like it
was fertilizer."*

Bamboo in both the long races, but they beat us in the first two short races, so winning the division all came down to the last short race.

It was probably all my fault (laughter), but before one of the short races, we were sitting on the dock with nothing to do and I said, "Why don't we just sort of put the anchor down on the dock and pile all the chain on the anchor?" You know, lighten up the bow of the boat a little. Well, our Italian competition noticed what we were doing, so pretty soon they'd unloaded just about everything off their boat

lowell & bea north

Lowell: Yes. I'd say there are 150 boats going around the world in the loose 'group' that we're in. Well, there were that many in Thailand, and most of them continued across the Indian Ocean and were heading through the Red Sea to the Med.

Bea: Most? Everybody but us!

Lowell: A few of them — like my son and four or five others — turned around and decided to wait a year before continuing on, or else they headed back to Australia. About three or four went on to Africa — although most of those were still planning to go up through the Red Sea. Like Deaver ahead of us on *Outa Here*, who went to Dar-es-Salaam, but has gone up the Red Sea to the Med anyway.

38: Why are you going south around Cape Horn?

Bea: Not because I want to!

Lowell: I've already seen and done the Mediterranean — and it's too expensive. I hate having to pay \$5 for a cup of coffee.

38: We got charged \$13 for a vodka and grapefruit juice cocktail in St. Tropez this summer, and found it destroyed the taste.

Lowell: The beaches are really crowded in the Med, too. You can hardly find a spot on the beach. (*Laughter.*)

Bea: Speaking of the expense of Europe, how much was our room at Portofino?

Lowell: I think the retail price was \$1,100 a night. Fortunately, we didn't have to pay for it. We were the guests of Zegna.

Bea: Lowell was being given an award. What was the name of it?

Lowell: The Sailing For Life — or something — award. Dennis Conner had won it before, so had Rod Stephens. It's presented every other year — although only for about the last seven years — by the Italian Sailing Federation, and Zegna sponsors it.

Bea: They're the real high-end Italian men's clothing company.

Lowell: They paid for everything.

Bea: They flew us first class all the way around the world from Australia. That happened because we asked them if we might be able to stop in California on the way back so we could get married.

Lowell: They said 'yes', so we stopped in the Bay Area on the way back to Australia and got married.

38: What we can't figure out is how a relatively small — when compared to the United States — country like Italy can support all those dazzling sailing magazines. Their photographic coverage of the America's Cup, for example, was ten times better than anything in the U.S. sailing magazines.

Bea: Lowell modeled some of Zegna's sailing clothes, and then they published a bunch of the photographs in the Italian sailing magazines. In the end they gave us shoes, jackets, and all kinds of stuff.

Lowell: One of the magazines had Paul Cayard, who is a huge star in Italy, interview me. I never did see it, though.

Bea: Every place we went, they were right there filming us for promotional stuff.

Lowell: Italy is the only place in the world where I'm sort of a 'hero'. I'm for sure not that in San Diego or anywhere else. But in Italy the yachting people really admire Americans. Tom Blackaller, for example, was more a hero in Italy than he was in the United States. One of the reasons they hadn't forgotten me is because North Sails has done a great job in Italy and is very big.

While in Italy, we visited this guy Poppi, who is franchised to sell different stuff with the North logo than you can buy in the United States. He took us to their warehouse and gave a shopping cart to Bea and me, and told us to fill them up with stuff. They gave another cart to Gary Weisman — from North Sails in San Diego — and his wife as well. (*Laughter.*) So we filled them up.

Bea: I remember, it was Trophée Zegna that you were awarded. But it was really funny, because I'd never been in a situation where Lowell was treated like a celebrity. I mean we'd buy an ice cream cone and as soon as I took a lick there would be a flashing camera. And there was the fabulous formal presentation of the award, and we

were flown to Milan to see where the Zegna family has given all this land to the country for posterity. After they did a photo shoot of Lowell, they had a chauffeur drive us down to that wonderful room in Portofino. I said to Lowell, "Don't you feel embarrassed?" But it was kinda fun to experience just a little bit of what it's like to be a celebrity.

38: Given the importance of sailing ships to the discovery and development of California, it's strange how little recognition that

"It wasn't until we accepted the fact that we really didn't know what a fast sail should look like that we really began to make progress."

sailing and sailors receive from the general public here in the States.

Bea: The people from New Zealand were especially appalled by the fact that the people in San Diego couldn't have cared less about the America's Cup.

38: What did you think of the America's Cup, Lowell?

Lowell: Well, (*trace of reluctance in his voice*) I was rooting for the Kiwis all along because Tom Schnackenberg, the guru for the Kiwis, is one of my best friends. But I thought it was fun and the Defenders had an exciting series. The Kiwis whipped the shit out of the Americans in the Final, so okay, that's the way it goes.

Bea: I was hoping the women would win.

Lowell: My ex-wife wrote a scathing letter to Bill Koch — which was published in the San Diego papers. Raked him over the coals something awful! (*Laughter.*)

38: We're surprised the members of the women's team didn't get a whole lot more angry than they did.

Lowell: I was surprised also. But I think it's good that the America's Cup will be going to New Zealand; they deserve it.

38: They're great sportsmen.

Bea: They're great people in all respects.

Lowell: Tom Snack says he'll be here soon for the design meeting at 3DL in Nevada, and then shortly after that he'll start on the new boat for the Kiwi team.

38: He's played a major part in North Sails?

Lowell: Yes. I met Snack maybe 15 or 20 years ago through Dave Miller, who was running our loft in Vancouver. Miller said he had a guy just out of college working at the loft who was awfully smart and who I ought to meet. So I flew up there and convinced him to come to San Diego.

The thing about Snack is that he's not just a genius, but he's such a good guy, and sailor, and he accomplishes stuff very easily, and was able to explain things to me very easily. I'd been making sails for 30 years doing calculations with a slide rule, so it was Snack who came in and computerized North Sails. He did an amazing job and enabled us to make use of Heiner Meldner — another important development.

Heiner had come over from Germany and had been working at UCSD. He was a glider pilot who couldn't quite afford a plane at the time, so he bought a small boat. One day he helped us test sails for Solings or something, during which six of us spent six hours on the ocean with two boats and all kinds of different shape sails, trying to figure out which was the fastest. At the end of the day, Heiner said that he thought we were using a lot of manpower to determine which was the fastest shape, and that he thought he'd be able to do it analytically.

I remember telling him, "Heiner, if you can do that, you can probably make both of us rich." He sort of went back to his computer, and a year later said, "Okay, I think I've got it."

38: What year was this?

Lowell: Roughly 20 to 25 years ago.

conversation: lowell & bea north

He called me and said he was ready with his program right when we were in the process of going whole hog into the testing of 470 sails. We had the top four 470 sailors in the country steering, we had John Marshall there, Snack was there, I was there — we spent a lot of time and money doing a very thorough job evaluating these sails. I think Heiner even helped out a little. He had a pretty fancy camera that could take 3D photographs and stuff.

Anyway, we came up with the five fastest 470 jibs, and we were sure we knew which was the fastest, which was second fastest, third fastest and so on. But the tough thing was that none of us — Marshall, Snack, me, the drivers — could tell which was the fastest sail by just looking at it or by looking at 3D photographs of it. No way, not one of us had a clue.

When I first started making sails, I figured I knew exactly what a fast sail should look like. We built sails that way, and okay, they were fast. But it wasn't until we came to accept the fact that we didn't really know what a fast sail should look like that we really began to make progress. So that meant we had to test and test to find out by experience which would be the fastest shapes.

To make a long story short, we gave the pictures to Heiner, who had no knowledge of the results of the testing, and he was able to correctly tell the right order of the speed of each one of them. So we figured he either had a spy, was lucky, or was damn smart. We kept testing him over the next five years, and pretty soon he was designing all of our sails. The basic program that he designed then is still being used today.

Anyway, without Snack keeping Meldner honest, he could have just boondoggled us to no end. Snack knew what Meldner was doing

— when none of the rest of us did, and that helped, because once in a while Heiner sort of enjoys bullshitting people (*Laughter.*) Actually, Heiner worked for Koch in the last America's Cup, and I think he did a very good job.

Oh, oh, (*looking at his watch*), we're going to have to hustle off to the doctor.

Bea: Before we go, I just want to say I wish you could have been with us in Bali when we hooked up with Brian and Mary Alice of the Seattle-based Norseman 447 *Shubui*. Do you know them?

38: We had the pleasure of meeting them in Fiji a year or two ago.

Bea: That's right. Anyway, Lowell and I and the two of them were up in the hills of Bali staying in these adjacent little Balinese guest huts — and Brian had just gotten his hands on a couple of *Latitudes*.

Lowell: He has them sent out by air.

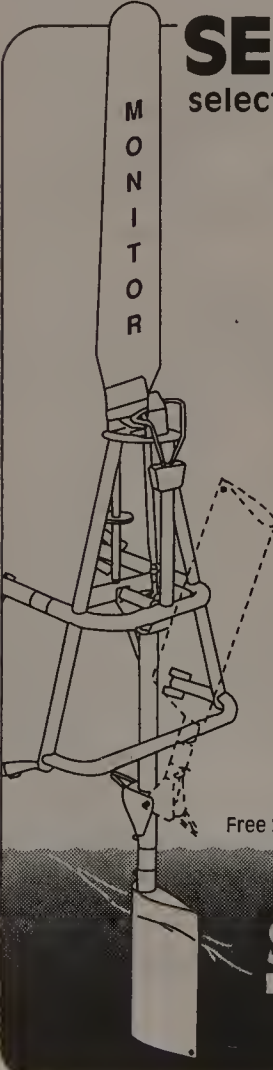
38: So Lowell and I are going, 'Oh my God, what are we going to do to be able to read those magazines ourselves.' I'm not kidding!

The next morning, Mary Alice and I told the guys, "We're going shopping, what are you going to do?" A big grin came over their faces (*laughter*), and they said, "We're just going to stay here and read these *Latitudes*." And that's what they did — *all day long!*

Lowell: Brian had both the most recent copy and the month before that.


Bea: We took pictures of Brian and Lowell, each in front of their Balinese shacks reading *Latitude*. It was funny. It took them the whole day — which allowed Mary Alice and me to do our shopping together without them. So I want to thank you. (*Laughter.*)

38: Enough of that talk. *Latitude* is only good because sailors like you are so generous with your time. Thank you.



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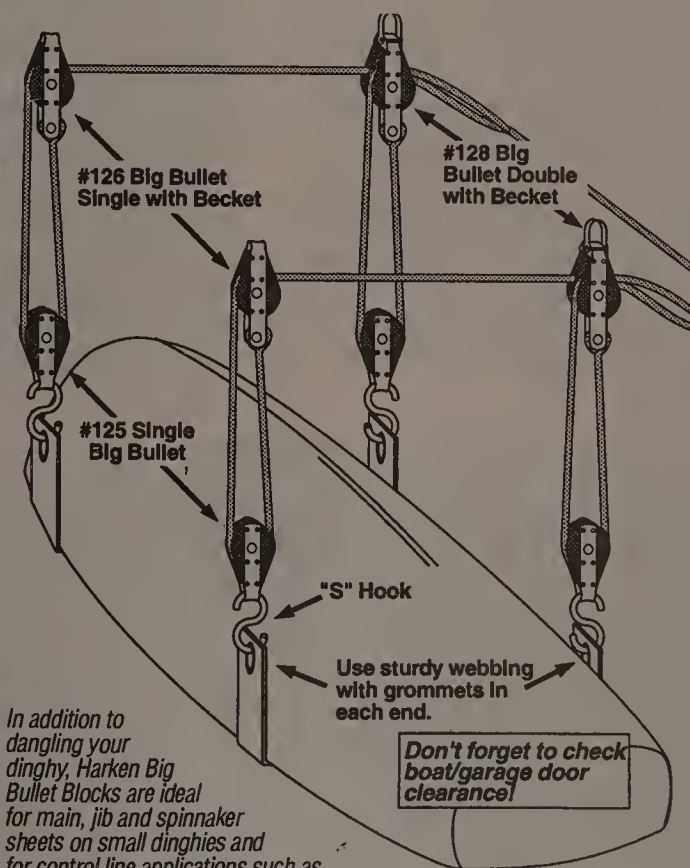
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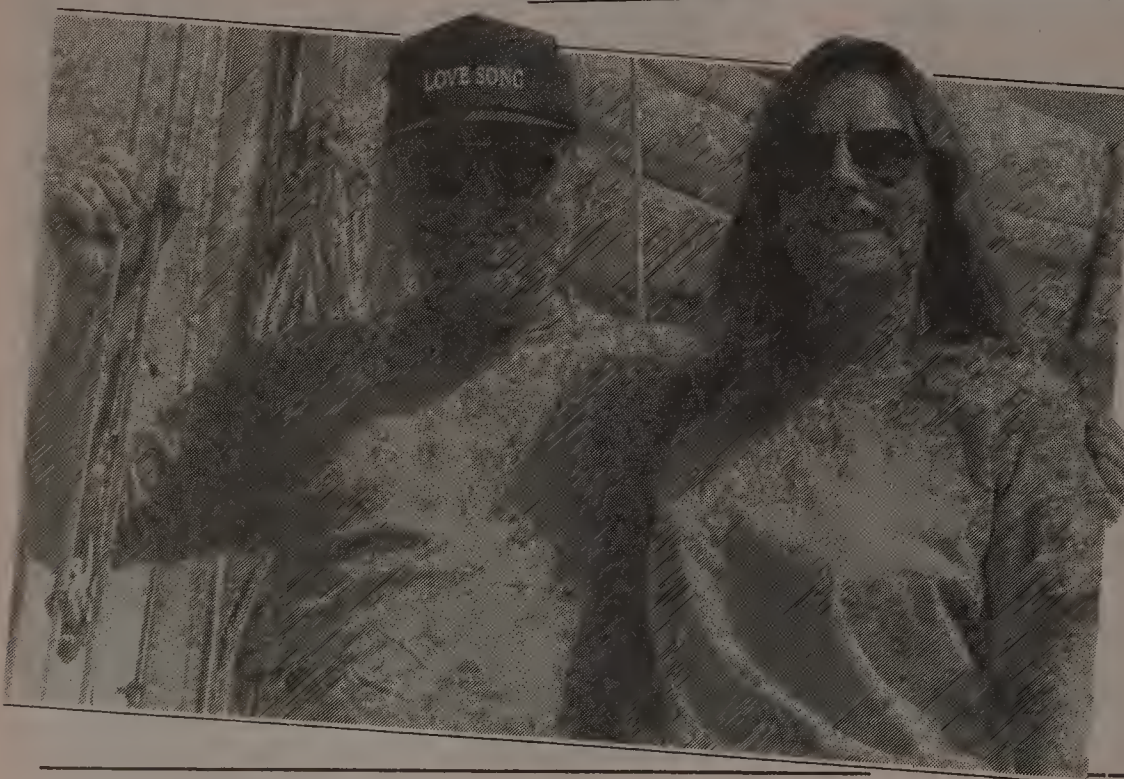
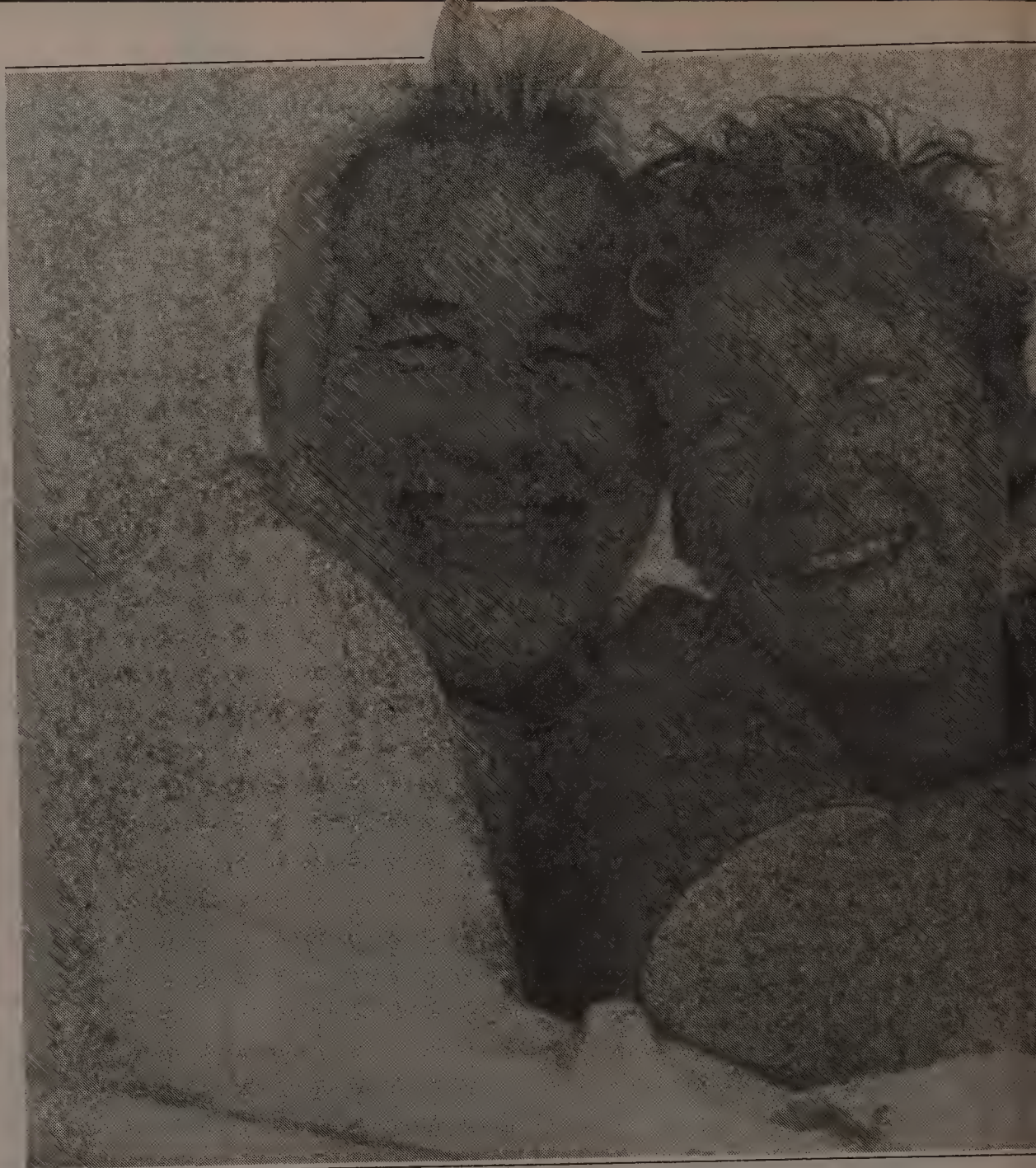
PASSING

It is generally considered bad taste to 'eat and run'. At least that's what Mom's been trying to tell us for years. But as the leaves begin to turn and the balmy waters and breezes of Mexico beckon, cruisers become uncustomarily impatient to move south. And splendiferous as San Francisco Bay is to us, to many of them, it's just one more brief stepping stone on the migration from northern climes.

We've always been glad they have to traverse our coast, though, because — when we can catch up with them — we get to talk boats and cruising for awhile. Yeah, it's hard work, but somebody's got to do it.

We found our transients this year in all corners of the Bay from Alameda to San Francisco to Sausalito. Some were in slips, some were anchored out. In fact, we almost unwittingly joined the migration. In the row home after one interview, it was blowing so hard that we almost didn't make it. We were spurred by visions of being blown out into the big water, getting caught in current and then swept out the Gate at 5 knots while rowing madly at 2 knots in the opposite direction.

Most of the people on these pages will be long gone by the time you read about them, enjoying the ever increasing warmth and camaraderie of the approaching cruising season. If you're not able to join them, you can do what we do every year about this time: eat our hearts out.



John Simpson and Susan Kam
***Love Song* — Mapleleaf 50**
Vancouver, BC

Unlike most of their compatriots, John and Sue made only one stop between their departure from Puget Sound on September 11 and their arrival in San Francisco on the 16th. That stop was in Newport, Oregon, where they encountered what may be the most helpful Coast Guardsmen on the West Coast. "It was very foggy," says John. "We were finding all the right buoys, but I called the Coast Guard just to advise them of our concern. Next thing I knew, they sent out a launch and guided us all the way in!"

Flying the spinnaker before ideal breeze, *Love Song* ate up the miles coming down the coast, making it to San Francisco in only 4 days, 9½ hours of actual travel time, says John. Topping off the first leg of their adventure was sailing under the Golden

Don and Sylvette Day
Day by Day — Lord Nelson 41
Jersey, Channel Islands

The hailing port on the stern of *Day By Day* does not reference California's Channel Islands. It refers to the tiny British Isles of Guernsey and Jersey — the latter of which is the Days' eventual destination.

Don and Sylvette have spent the last few years working in Vancouver in preparation for this cruise. They've also done a fair bit of sailing, but nothing offshore until they departed Vancouver on August 22. Don figures they've learned more about sailing and their boat in the ensuing several weeks than they did in several years of inland cruising.

"We've had a bit of everything coming down," he says. "We've motored in dead calm, ridden the roller

coaster with lots of wind and had to find our way through thick fog." He was one of several cruisers that mentioned how helpful the Coast Guard was in this latter regard. "In both Newport and Eureka, they sent a boat out to guide us in through the fog. I was so impressed I made it a point to go over and thank them personally."

One goal of the Days was to get to San Francisco in time to attend last month's boat show at Jack London Square. While there, they learned of a program that encouraged transient cruisers to use ALMAR-associated marinas: one free night of berthing followed by half-price for any additional days. Don notes that they were one of several boats taking advantage of that program at Alameda's Ballena Isle Marina. "\$7.50 a day," smiles Don. "That's almost cheaper than anchoring out!"

The Bowens — Fred, Lois, Gwen and Emily
American Flyer — Standfast 40
Rainier, Oregon

The day this issue hits the streets will be an anniversary of sorts for the Bowens — it will mark exactly one month since they moved aboard *American Flyer*, lock, stock and barrel. Even their elderly Airedale, Maggie, came along.

They left the Columbia River on Labor Day (September 4) and arrived in San Francisco on the 15th after stops at Newport, Crescent City and Bodega Bay. Just before reaching the latter, the boom gooseneck failed in some heavy breeze, which caused the main traveler to rip out of the deck. Oops. Sausalito's Bay Riggers fixed them up, though, and they expected to be leaving the morning after we spoke.

The reason you don't see Fred here is that, while the Bowen women enjoyed the sights and sounds of their 'maiden voyage' to the Bay, Fred was down in Morro Bay supplementing the cruising kitty. He'll finish his commitment as a powerplant technician there in December, at which time *Flyer* will finally depart for points south.

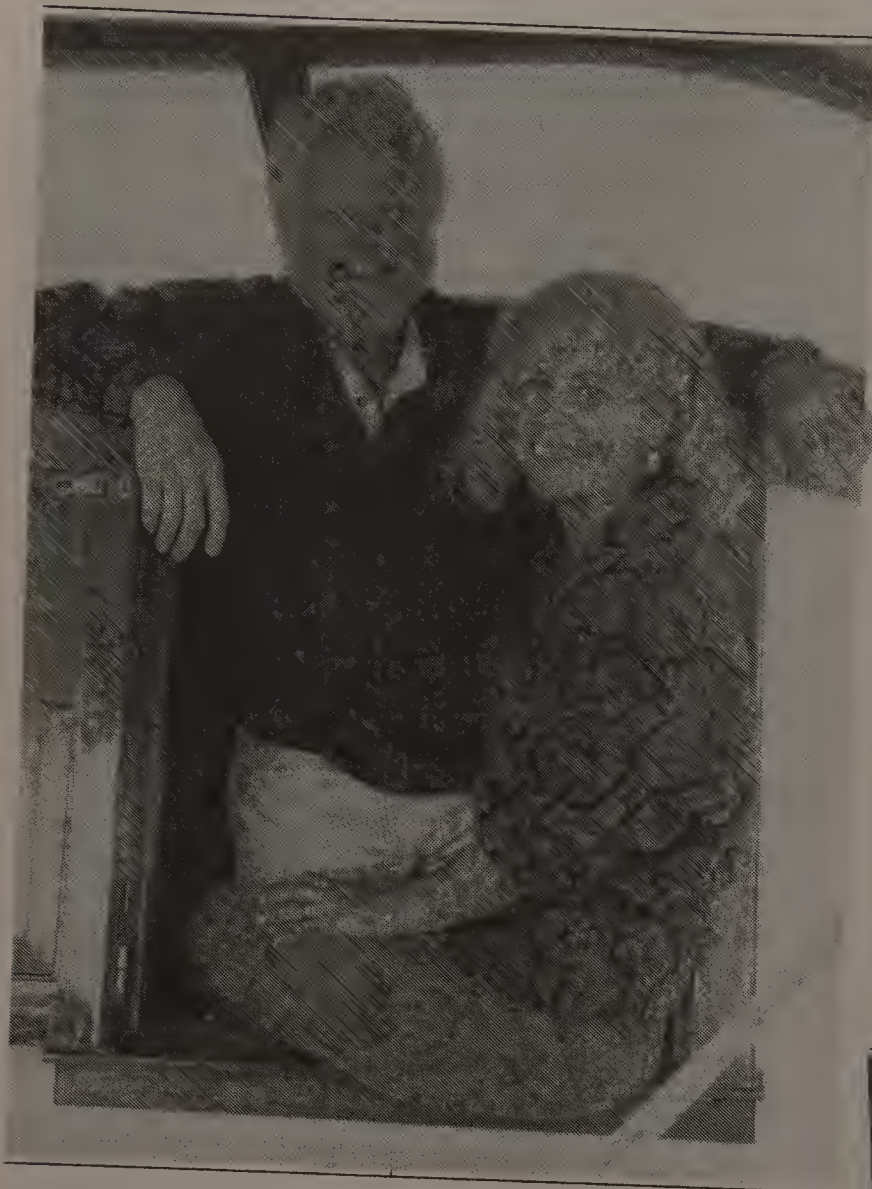
Although a verdict on the cruising life had yet to be rendered by the female contingent of the family, this cruise has been the dream of Papa Bowen for more than 20 years. And it's easy to tell what he thinks. "He sings when he's happy," notes Lois. "And since we've left, he's been singing a lot."

Gate for the first time.

The couple have been sailing in their local waters for 20 years. They have owned *Love Song* (the boat's original name) for two years — the better part of which, they say, has been spent preparing her for a Mexico cruise. John was able to work full-time on the project after he retired from an executive position at a large Vancouver corporation 18 months ago.

Although John and Susan were not thrilled about the exchange rate (the Canadian dollar was worth 73 cents U.S. at presstime), John says they had planned for things to be a little more expensive on the 'top' part of their cruise. He did mention, however, that he was pleasantly surprised to find very reasonable berthing fees for transient yachts in the Bay Area. Except for one marina in Sausalito which hit them for \$40 for an overnight berth, all others were very reasonable, ranging from \$8 a night in Marina Village (where we found them) to \$14 a night for the City Marina.





Wayne and Leslie McFee (and Thundertoos the cat)
Wandrin' Star — Gulfstar 37
most recently of Victoria, BC

Astute readers (and survivalist types) may remember Wayne from an excellent article he wrote for us a few years ago on the subject of firearms aboard boats. At the time, besides being a veteran Mexico cruiser, he was also a detective for the Oakland Police department. Well, Wayne's 25 years in the Oakland PD were up last year, and as soon as he retired, he and Leslie made a beeline for the Pacific Northwest, where they've cruised extensively for the last 18 months.

It was a homecoming of sorts for Leslie, a native of Victoria, British Columbia. She and Wayne had met when he came north to race in the '88 Swiftsure race. One thing led to another, Wayne did a cruise north the next year and when he returned to the Bay Area, Leslie soon followed. Ain't love grand?

The couple enjoyed cruising the Pacific Northwest so much that it was a 50-50 proposition as to whether they'd head for Mexico, or just house-sit and then spend another season cruising the Queen Charlottes (where, at one stop, a large bald eagle would hurtle out of the sky to retrieve fish thrown 5 feet away from their dinghy). The 'feel of fall' in mid-August swung the decision in favor of Mexico.

Like many southbounders, *Wandrin' Star* (named for the song Lee Marvin sings in *Paint Your Wagon*) encountered a lot of fog all the way down the coast, along with light and variable breeze until Cape Mendocino. There, the skies cleared, and the wind freshened from behind for a day or two of great sailing.

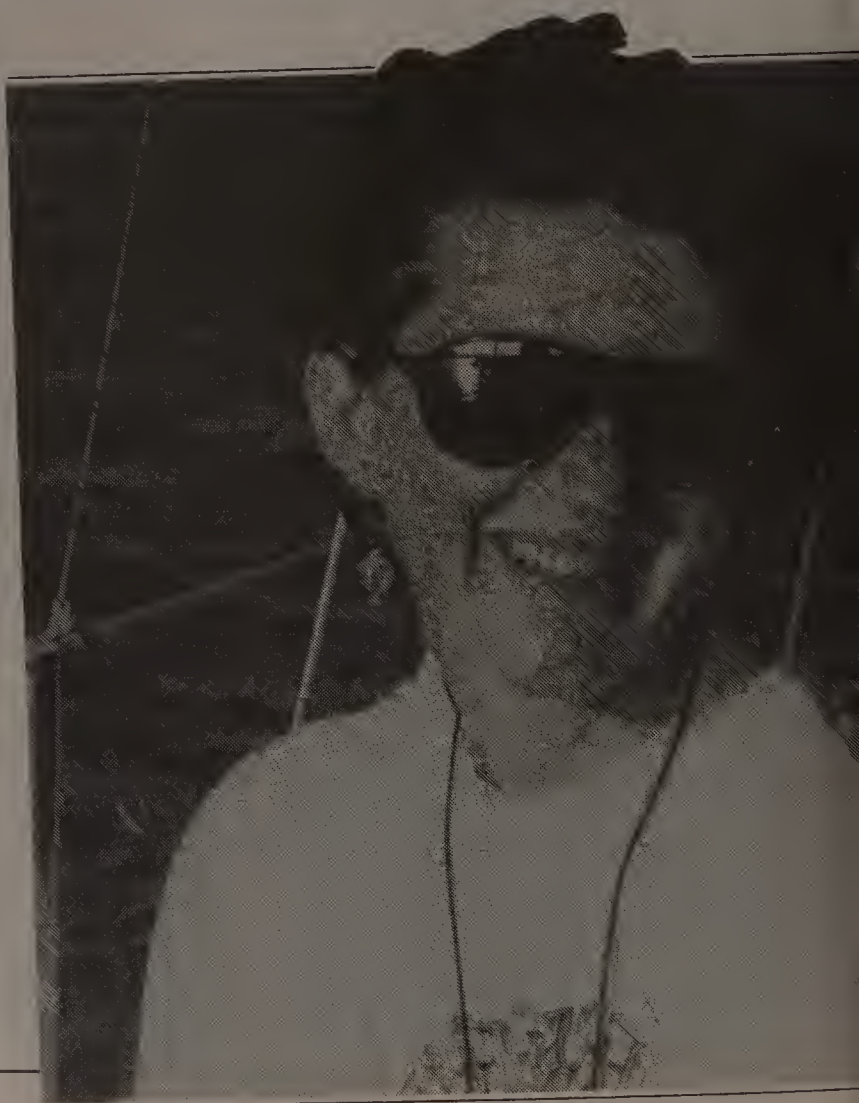
San Francisco and San Diego will likely be the last two large ports in which you'll find the McFees. They far prefer the less beaten track and quiet anchorages to the craziness of civilization.

Taragon, Fraser 42
Carol and Gary Lindahl, Elaine Hachey
Vancouver, BC

We ran into Carol and Gary Lindahl, with crew Elaine Hachey (right), at San Francisco Marina less than an hour after they'd sailed under the Golden Gate Bridge for the first time. "That was a real thrill," they claimed. "What a beautiful place!" The trio, en route to Mexico, reported that their two-week trip down the coast was mostly uneventful: foggy and no wind at first, and then a few days of stiff breeze as they approached the Bay Area. Other than some water in their fuel, which kept plugging up their filters, they encountered no problems.

Carol and Gary have lived aboard *Taragon* for nine years, but this is their first big cruise. Gary, a boat painter, will stay with the boat, while Carol, a drug trafficker (legal) and Elaine, a Safeway employee, will commute back and forth. Next spring, they plan to park *Taragon* in Mexico and all go back to work until the following winter. "Guess we'll have to stay at your house, Elaine!" laughed Gary.

Echoing a sentiment we heard from other Canadian cruisers, the *Taragoners* said they weren't planning to stay in the Bay — or anywhere else in California — very long. "With the Canadian dollar worth only 73 cents here, we can't afford to stay north of the border very long!" says Gary.

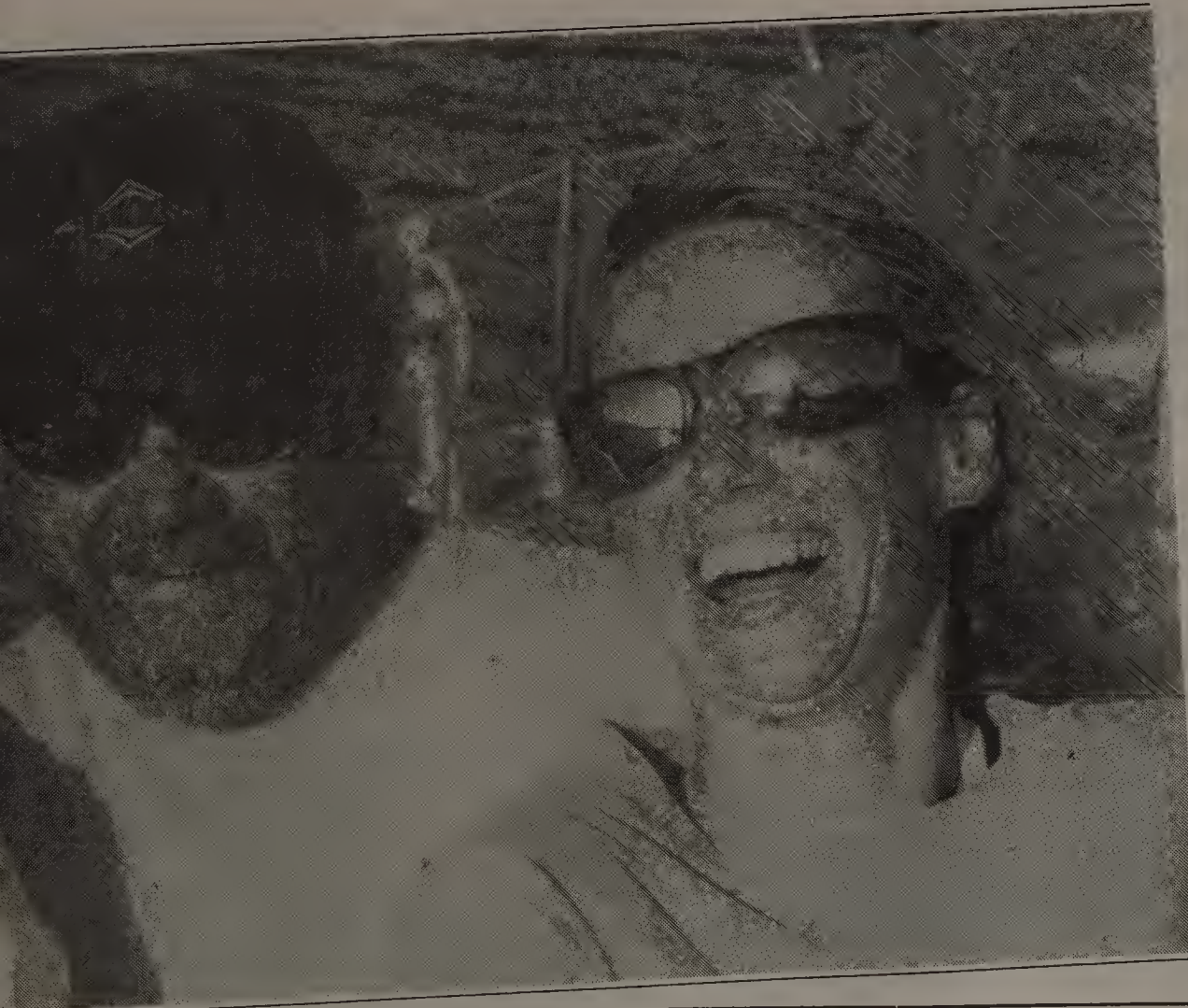
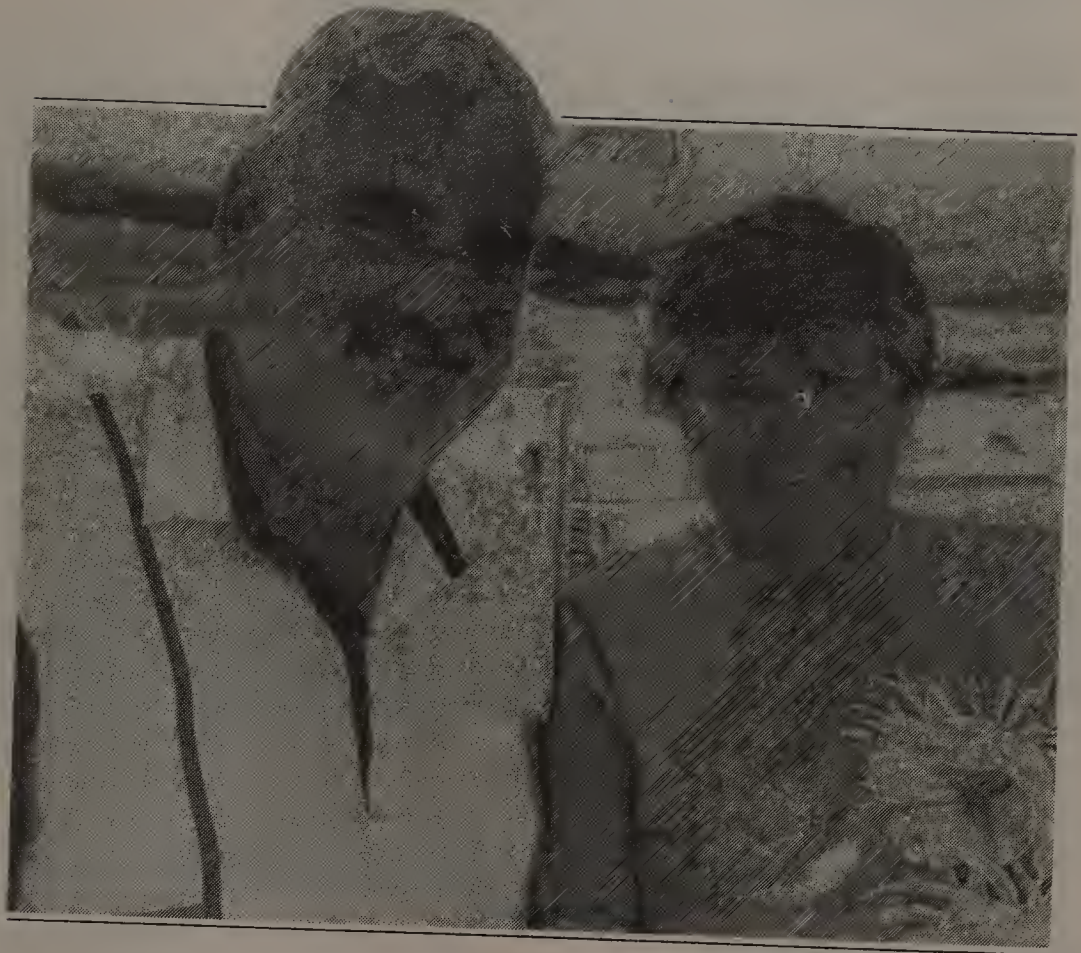


Bob and Mary Walsh
Nala — Coast 34
Vancouver Island, BC

Mary Walsh had one of the more entertaining analogies to rough weather we've ever heard, even though we can't personally relate.

"It's like childbirth," she says. "After it's over, you forget how much pain was involved until you go through it the next time." The particular 'labor' she was speaking of in this instance was a rough passage around Cape Mendocino that baptized the couple's first ever offshore passage.

Mary and Bob, who claim to be native 'prairie chickens' (what Canadians west of the Rockies are called), have been cruising and racing for years on a variety of different boats in their local waters, however. When the dream to go cruising gelled seven years ago, Bob bought a bare hull and deck, which he has transformed into a showpiece both above and below decks. After making sure that the two most important features were taken care of — a shower for Mary and

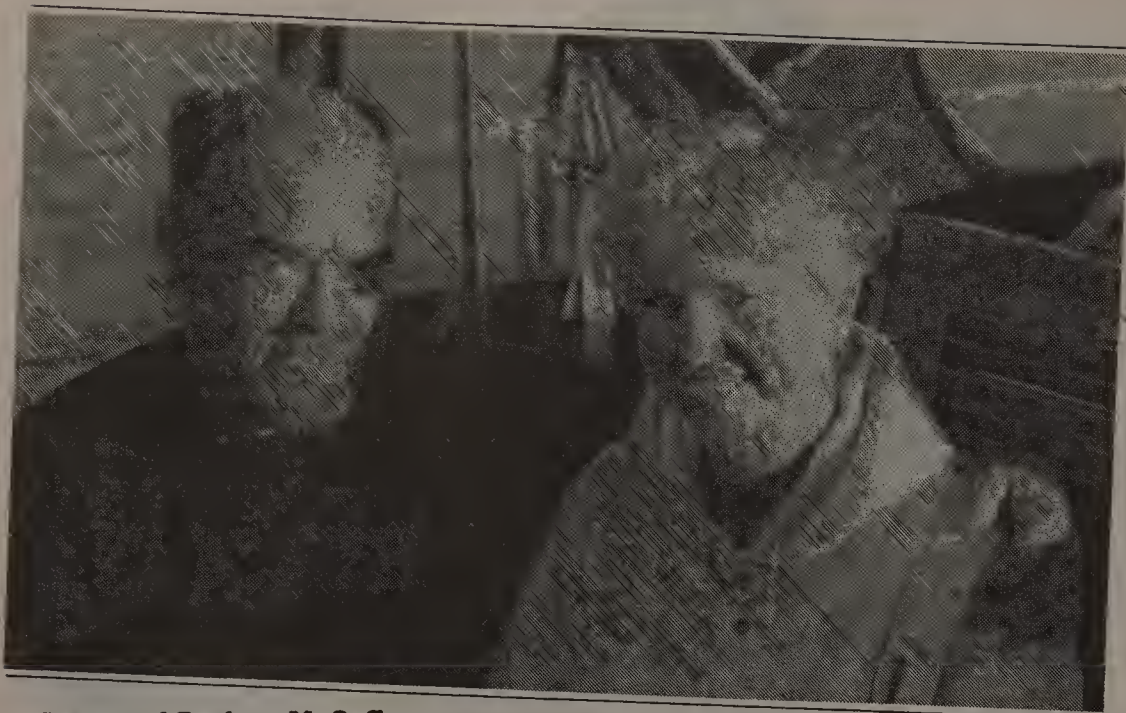


standing headroom throughout the boat for his 6' 2½" frame — he turned his attention to clever innovations evident at every turn, such as a hard dodger with a built-in wind scoop.

The Walshes are grandparents, and we wondered aloud if the name of the boat referred to the female 'lead' in the movie *The Lion King*. "That's what everybody thinks," says Bob. "But the 'nala' after which we named the boat is an Indian word meaning 'brave enough'."

Like many Canadian cruisers, the Walshes were feeling more of a pinch in the pocketbook than their American counterparts. However, with plans to stay in California waters only until November, they weren't overly concerned about it. "We just figure we probably won't be able to stay within the budget until we get to Mexico," says Bob.

PASSING THROUGH



Larry and Darlene McCaffrey
Rose — Union 36
Portland, Oregon

Although the McCaffreys have been cruising and living aboard *Rose* for five years now — most lately in Alaskan waters — this will

be their first visit to Mexico. "We decided it's finally time to go someplace warm," says Larry, a sheetmetal worker on indefinite hiatus.

Larry and Darlene are true harbor

hoppers. Since leaving the Columbia River in mid-August, they've hit almost every port, great or small, on the way south, including some with tricky entrances such as Fort Bragg. They also eschewed the norm upon arrival here — they sailed into the Bay and immediately dropped anchor in Aquatic Park for a few days. "It's a beautiful spot to watch the moods of the City," says Darlene. They preferred to anchor out in other stops like Angel Island and Clipper Cove, too. When we spoke to them, they were anchored off Sausalito.

The harbor-hopping itinerary would be similar for the rest of the trip south, said Larry. "The only place we're definitely not going into is L.A." From here, they will have proceeded to Half Moon Bay, Monterey, Santa Cruz, Santa Barbara, the Channel Islands and so on down to San Diego.

After Mexico, it's still up in the air whether they'll come back this way or keep going south. "If we're still enjoying it, we might just keep going," says Darlene.

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- Nov. 2: Electronic Navigation - Haraki O'Neal. A brief synopsis of GPS, radar and depth sounders.
- Nov. 3: Energy Management - Everything you need to know about your boat's electrical system.
- Nov. 8: Chickens I Have Met and Eaten - Michael Greenwald.
- Nov. 9: Survival at Sea - Michael Greenwald.
- Nov. 10: Food for Thought - Pam Lynd. Planning and provisioning for long and short range cruising.
- Nov. 14: Guessing the Weather - Dan Brown.
- Nov. 16: Medicine at Sea - Dr. Jim Koss and Dr. Ned Chambers.
- Nov. 17: Celestial Navigation - What to do when your GPS crashes. Ray Ashley, Director of San Diego Maritime Museum.
- Nov. 21: Cruising in the South Pacific - A travel log. Mike and Shellie Sweet.

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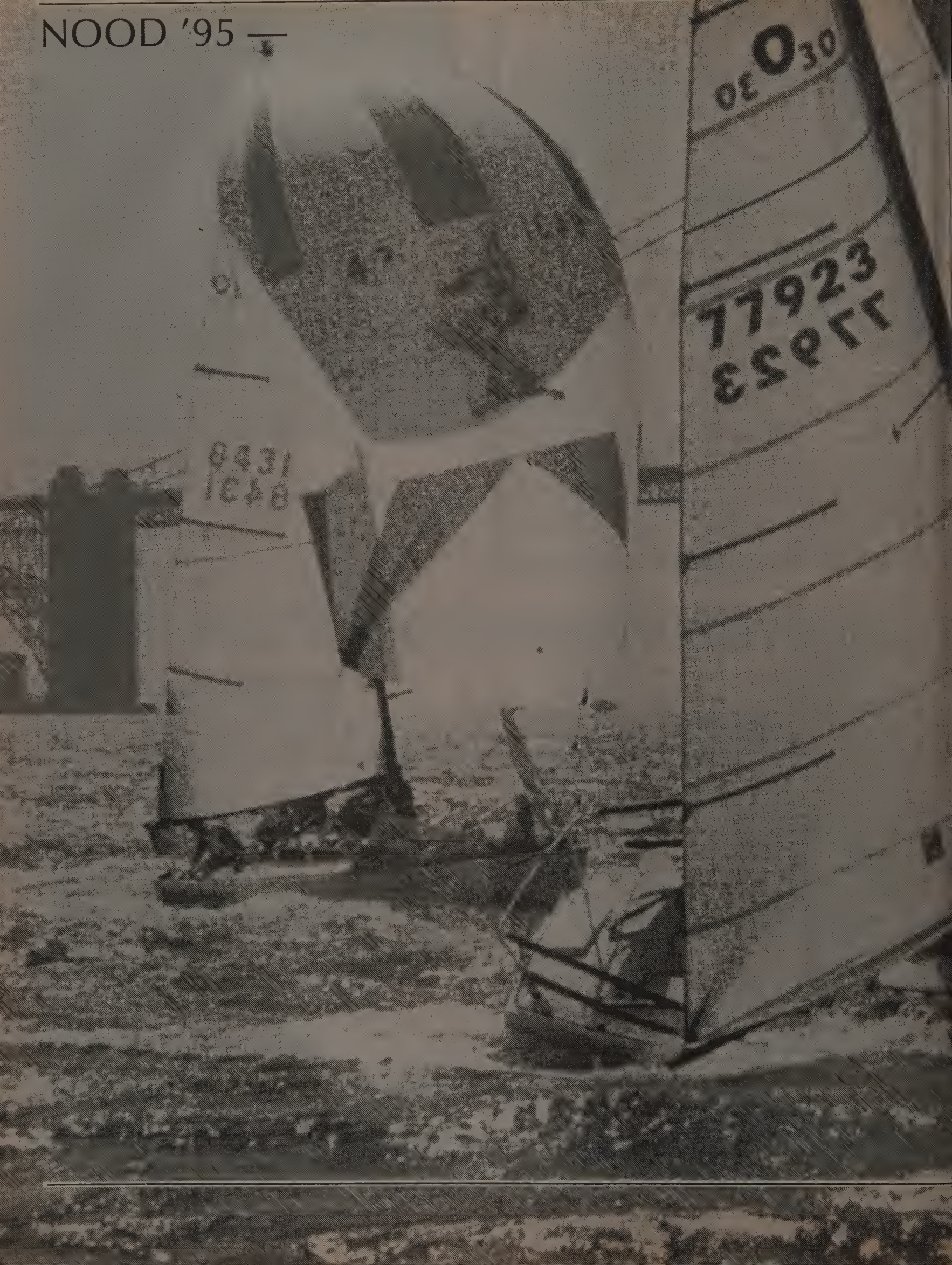
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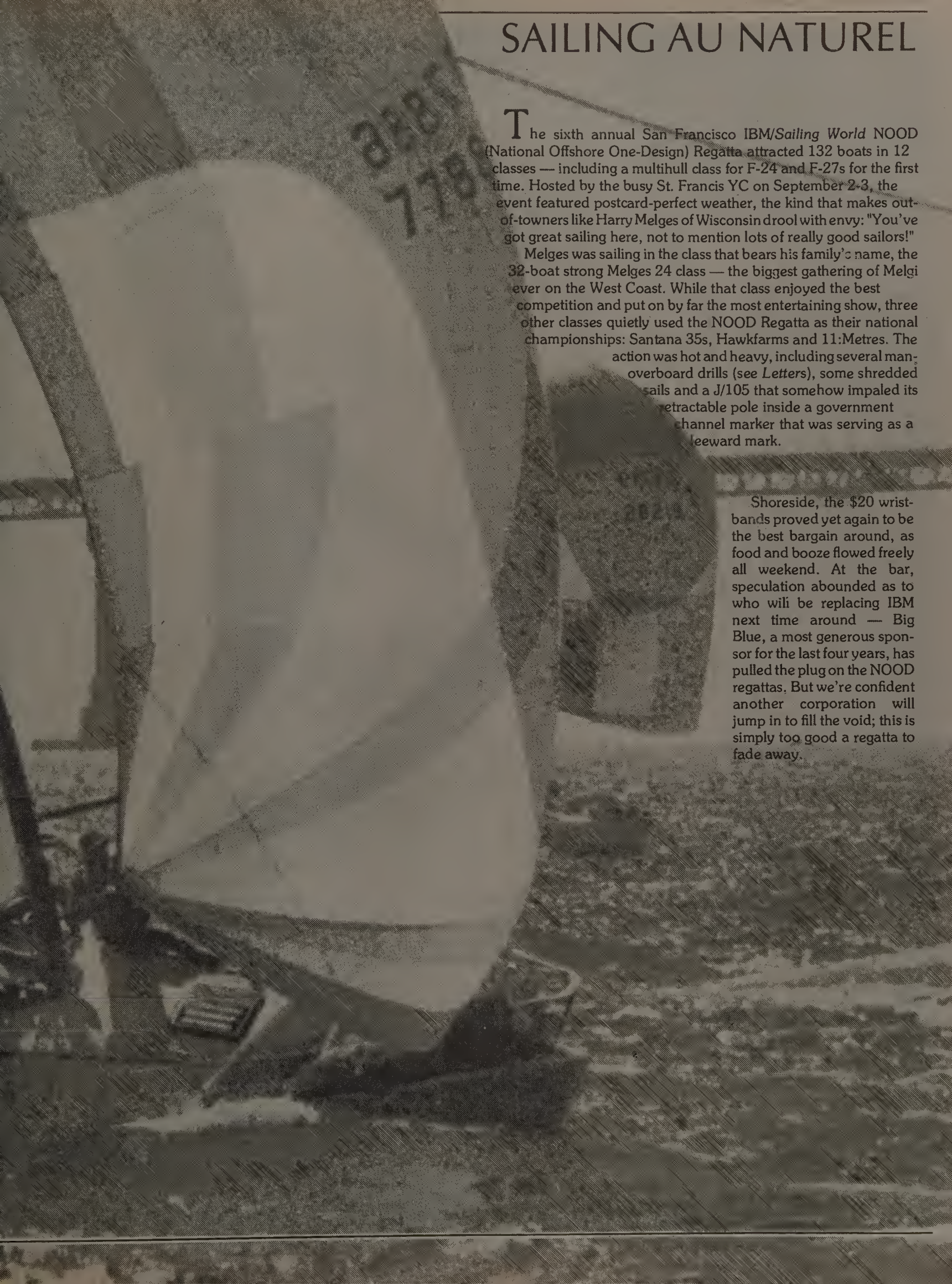
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SAILING AU NATUREL

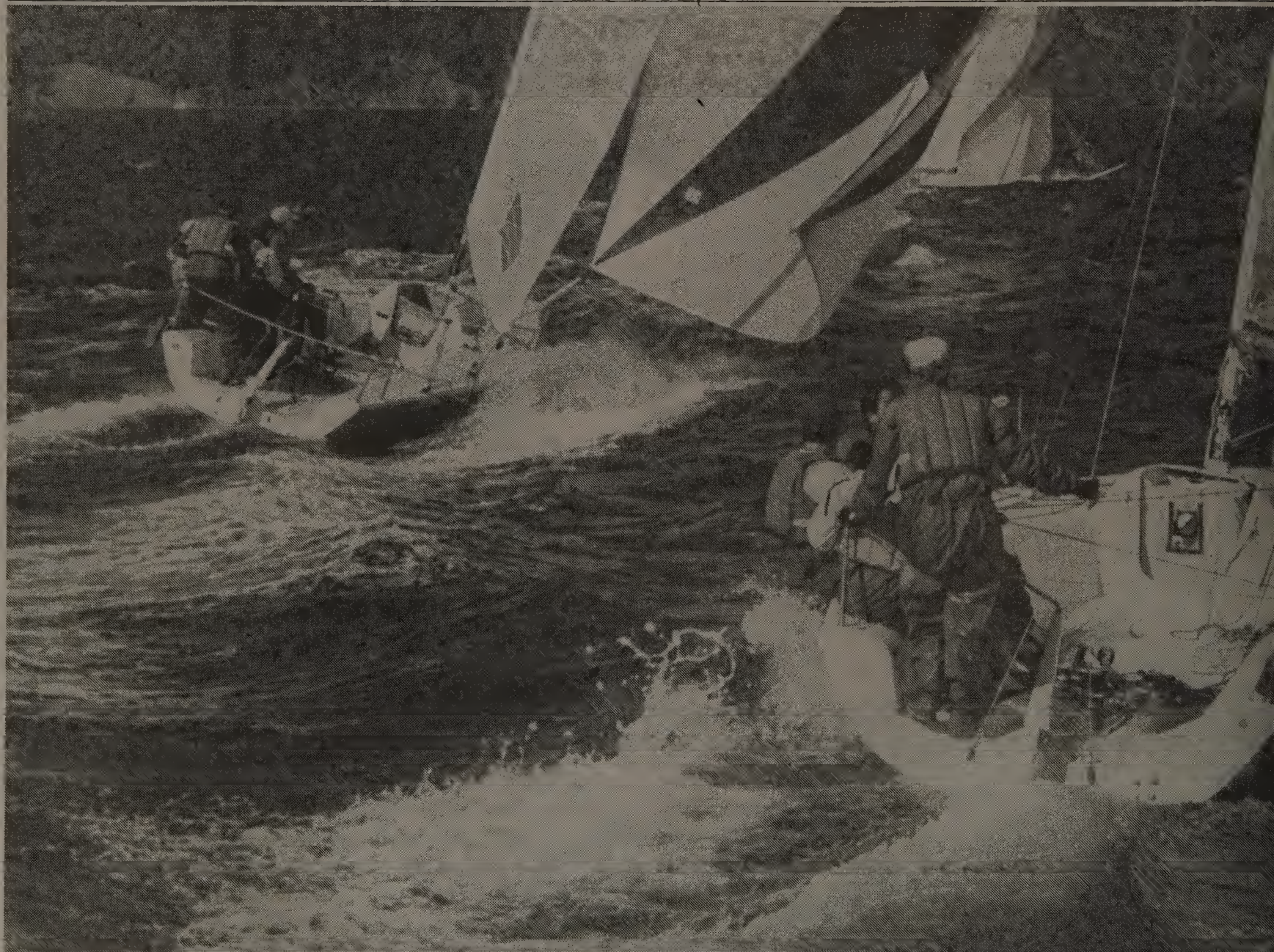
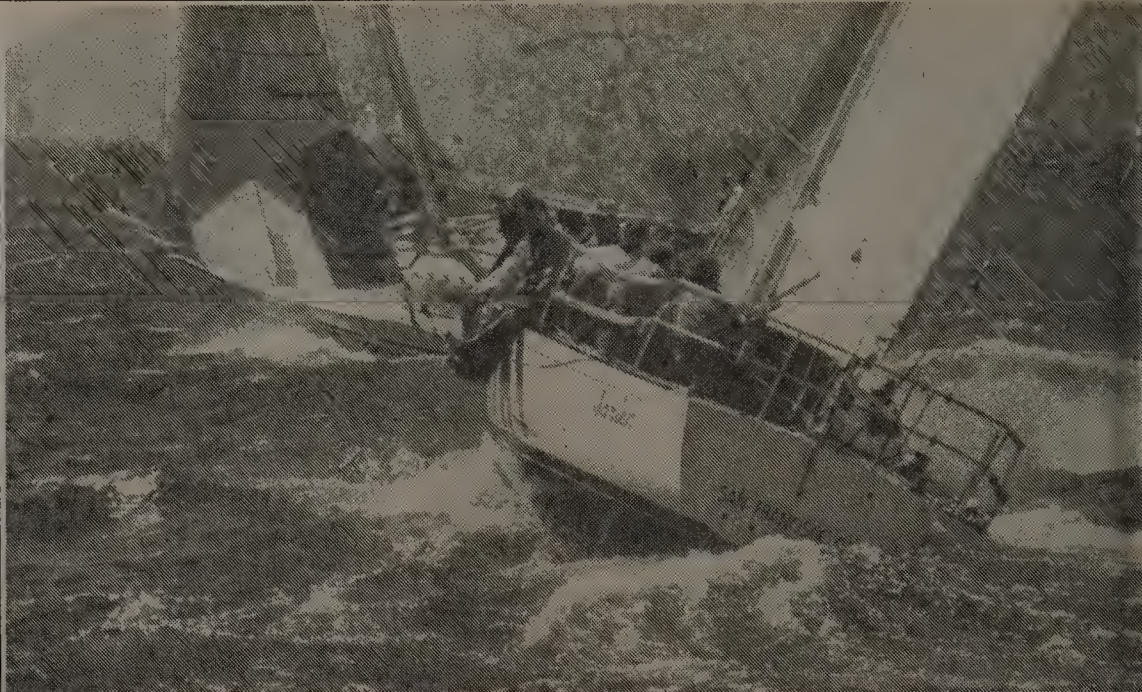
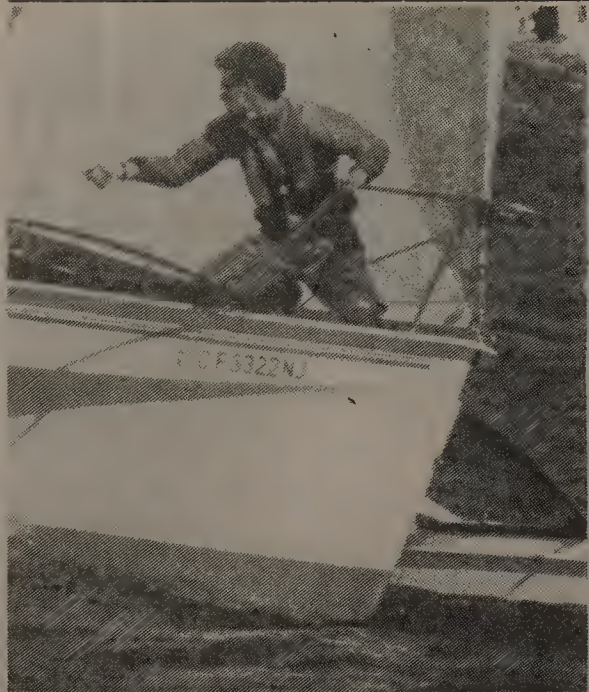


The sixth annual San Francisco IBM/Sailing World NOOD (National Offshore One-Design) Regatta attracted 132 boats in 12 classes — including a multihull class for F-24 and F-27s for the first time. Hosted by the busy St. Francis YC on September 2-3, the event featured postcard-perfect weather, the kind that makes out-of-towners like Harry Melges of Wisconsin drool with envy: "You've got great sailing here, not to mention lots of really good sailors!"

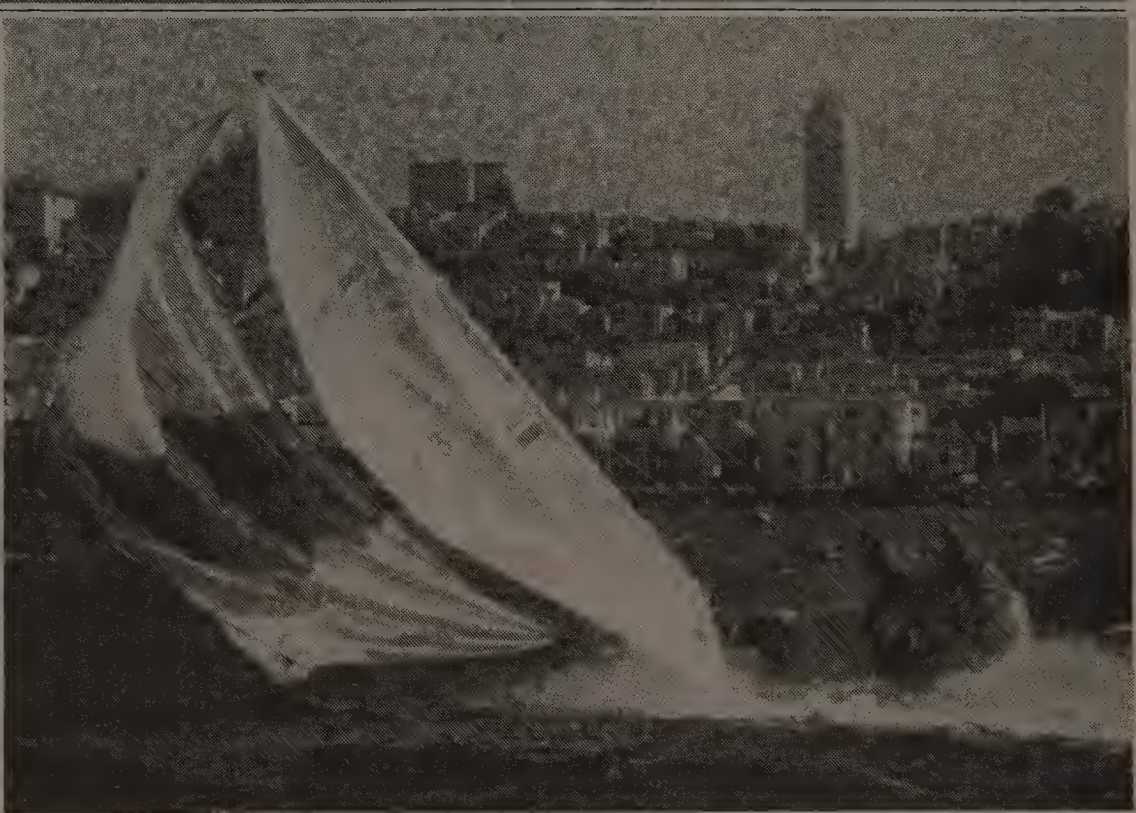
Melges was sailing in the class that bears his family's name, the 32-boat strong Melges 24 class — the biggest gathering of Melges ever on the West Coast. While that class enjoyed the best competition and put on by far the most entertaining show, three other classes quietly used the NOOD Regatta as their national championships: Santana 35s, Hawkfarms and 11:Metres. The

action was hot and heavy, including several man-overboard drills (see *Letters*), some shredded sails and a J/105 that somehow impaled its retractable pole inside a government channel marker that was serving as a leeward mark.

Shoreside, the \$20 wristbands proved yet again to be the best bargain around, as food and booze flowed freely all weekend. At the bar, speculation abounded as to who will be replacing IBM next time around — Big Blue, a most generous sponsor for the last four years, has pulled the plug on the NOOD regattas. But we're confident another corporation will jump in to fill the void; this is simply too good a regatta to fade away.



NOODie shots, clockwise from here: Melgi drag race; an F-27 bowman earning his lunch; 'Jarlen' takes a bead on 'Equanimity'; Holt's raiders making waves; testing the traction limits of Bay waters; the crowd goes wild as 11:Metres tack past the SF Harbor jetty. All photos 'Latitude'/richard.



SAILING AU NATUREL

NOOD RESULTS

MELGES 24 — 1) Casey Jones, Don Jesberg, 18.75 points; 2) Choices IV, David Champion/Mark Brink, 23.75; 3) Calculated Risk, Paul Stroup/Terry Hutchinson, 27; 4) Space Ranger, Harry & Hans Melges, 30.75; 5) Not the Family Buick, Michael Stone/Bart Hackworth, 35; 6) Mary Don't Surf, Hans Williams/Russ Silvestri, 36; 7) White Ford Bronco, Tom Pollack/Norman Davant, 36.75; 8) VooDoo Lounge, Don Sullivan, 45; 9) The Far Side, Robert Harf/George Szabo, 47; 10) #282, Darin Buchalter/Seadon Wilsen, 58. (32 boats)

J/24 — 1) #533, Tom & Melissa Purdy, 4.25 points; 2) Assault, Andrew Branagh/Scott Sellers, 16; 3) Cool Breeze, Don Nazzari, 17; 4) Sockeye, David Holscher, 18; 5) Downtown Uproar, Wayne Clough, 21.75; 6) Rail to Rail, Thomas Henneberger, 22; 7) Nixon Was Cool, Brent Vaughn, 28. (16 boats)

J/80 — 1) Climax, Steve & Max Painter, 4.25 points; 2) Repo Man, Wyllis Baird, 7.75; 3) Polecat, Roy Kutz, 14. (6 boats)

F-24 & F-27 — 1) Rakusu, F-24, Russell Long, 5.25 points; 2) Pegasus, F-27, Andrew Pitcairn, 6.75; 3) Origami, F-25, Harrison Jones, 17; 4) Sun

Bear, F-27, Peter Crosby, 19. (10 boats)

EXPRESS 27 — 1) Flying Circus, Gene Ryley/Dave Hodges, 7.25 points; 2) Desperado, Mike Bruzzone/Tim Russell, 12; 3) Summer Palace, Bart Harris, 15; 4) Bessie Jay, Brad Whitaker, 17.75; 5) Abigail Morgan, Ron Kell, 18; 6) Peaches, John Rivlin & Grant Baldwin, 22; 7) Friday, John Liebenberg, 29. (19 boats)

HAWKFARM (Nationals) — 1) Predator, Vaughn Seifers, 4.25 points; 2) Notorious, James Hirano, 6.75; 3) El Gavilan, Jocelyn Nash, 14. (7 boats)

J/29 — 1) Wave Dancer, Richard Leevey, 3 points; 2) Advantage II, Pat Benedict, 8. (5 boats)

OLSON 30 — 1) Liquid Gait, Jack Easterday, 7.75 points; 2) Family Hour, Billafer Family, 10.75; 3) Hoot, Andy MacFie, 18; 4) Fast Times, Keith Hammer, 19.75; 5) Stray Cat, Team Cat, 21. (12 boats)

11:METRE (Nationals) — 1) Blue Dog, Ed Spurl/Tim Wells, 10.75 points; 2) Rosebud, Tim Scherer, 13.75; 3) Ronstan, Alistair Murray, 16.75; 4) Johnson Controis, Tom Dinkel, 17. (8 boats)

J/105 — 1) Blackhawk, Sean Svendsen/Kimo Worthington, 5.5 points; 2) Bella

Rosa, Dave Tambellini/Jeff Madrigali, 8.5; 3) Charade, Tom Coates, 15; 4) (tie) Jest, Jim Cascino, and Invictus, Walt Marti, 18. (9 boats)

SANTANA 35 (Nationals) — 1) Wild Flower, Art Mowry/Chris Corlett, 3; 2) Break-out, Les Raos, 8; 3) Dance Away, Doug Storkovich, 14. (6 boats)

J/35 — 1) More Power, Dave Wilson, 6.5 points; 2) Jarlen, Bob Bloom, 9.75. (5 boats)



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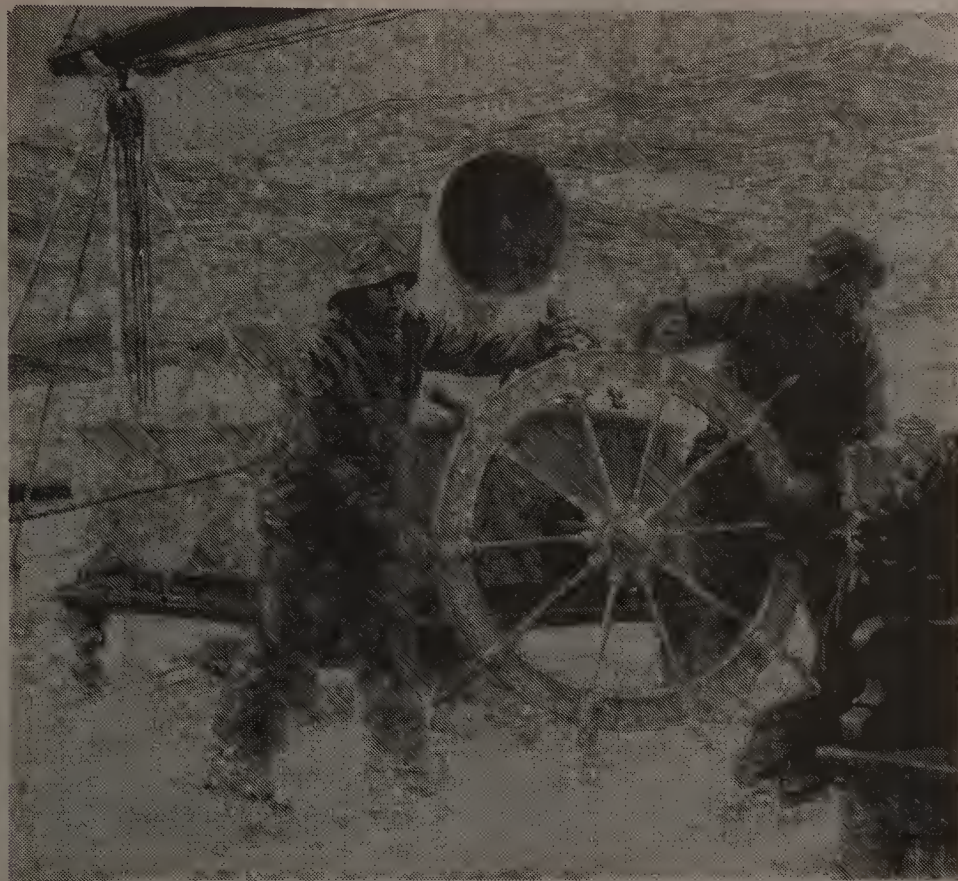
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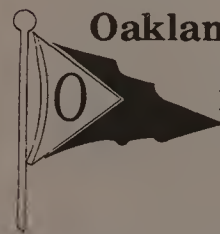
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"Navigation is much too easy these days!" complained the mainsheet trimmer, one of the older members of the crew. "The first time I sailed in this race, all we had was a compass, a chart and a tide book. You damn well had to know what you were doing to win a race back then."

He had a point. This was a race known for goofy tides and catastrophic wind holes — around the island and back, either direction. The yacht club had been running this race as a club-only event since the beginning of time, but now it was incorporated into their big fall post-season regatta. To keep the regatta from becoming more or less a crapshoot, however, only the two conventional buoy races on Saturday really counted. The Round the Island Race was on Sunday, scored separately, and sailed as a pursuit race with reverse-order starts, just to make it even more confusing.

This format seems to have become far more popular than the traditional 2-day, 3-race weekend regatta, at least among the racers I sail with. This is generally attributed to better parties. Maybe it's because there are two awards presentations, with the more important of the two on Saturday following the 'real' races. This tends to encourage the best racers to stay at the club for the party on Saturday night. Or maybe it's because there's no pressure after the racing is over on Saturday. Final results are in, the race on Sunday is not going to be taken too seriously, but the boats haven't gone home yet. So the crews can whoop it up. Then again, the anticipation of a critical race the next day never prevented any race crew I know from heavy partying.

"Looks like some early ebb up ahead," I predicted as we sailed towards a patch of muddy water. "This should put us well above the layline."

"Tracking three degrees above the mark already," confirmed Lee Helm, consulting the portable GPS in her hand.

I was nominally the tactician for this race, but Lee appeared to be doing all the work. She was trying out a new handheld GPS with a differential receiver lashed to the back.

"Yes, navigators have it much too easy these days," lamented the mainsheet trimmer again. "Just look at a number on the screen. No plotting courses in advance, no slippery plotting tools, no vectors to resolve. You just push a button, and see your mark on the screen, and see the track of your boat."

"This new differential setup is way cool," Lee responded. "If I wasn't still a starving college student I'd buy one tomorrow."

"I looked into getting a differential GPS for my boat," I said, "but they couldn't promise when the Coast Guard would start up the local transmitter. Also, all the units I saw were big and expensive, needed a 12-volt power hookup, and had to have a big antenna. But that thing on the back of that unit you're using is tiny. Who makes it and where does the signal come from?"

"It's one of the commercial services," explained the skipper. "The receiver is about \$400, and then you have to subscribe for \$250 per year. They use high-frequency FM signals, same as telephone pagers."

"FM broadcast-band sub-carrier," Lee corrected, "about 100 megahertz. The Coast Guard system is like 300 kilohertz, using some of the old RDF navigation beacon transmitting stations. You need a much bigger antenna for good reception with the Coast Guard system."

"Actually the Point Blunt differential transmitter has been online for over a month, on an experimental basis," added the owner. "But the proprietary system works much better with a handheld, because of the small size and battery power."

The boat crossed the line of bubbles into the brown water, but I couldn't feel the lift I expected. And looking back over the stern, there was no splitting of the wake that would have indicated sudden change in the strength of the current flowing across our course. If anything, the wake split was in the other direction, as if we had just sailed into

"What's racing all about if a machine calls the laylines?"

This add-on was no bigger than a phone pager — in fact it actually was a pager that had been reprogrammed — and it provided GPS accuracy of a few feet instead of a hundred yards. The readings she was getting for course and speed over the bottom were instant, reliable, and evidently quite accurate.

more flood. And the apparent wind seemed to drop slightly.

But this new patch of water was so dirty it had to be ebb water — or at least an area of very much reduced flood.

"Now we're tracking five degrees low,"



Lee announced without looking up from her display. "This must be like, another half knot of flood."

"Should we tack?" asked the skipper.

"Too late," I said. "We should have gone a little further before coming over to this side. Then again, the wind looks like it fades up ahead, and then heads some more. Now I wish we'd gone onto this tack sooner, not later. It would have put us more to the side of the course that the wind was shifting to, and even further away from the light air."

"Twenty degrees below rum," she said.

— THE SKILL IS GONE



A handheld GPS with the commercial differential receiver lashup. Accuracy is within 5 meters instead of 100 — in a handheld package!

"Current's almost back to where it was before we crossed the tideline."

Indeed, the brown water had gradually given way to the usual dull blue-green color of the bay. The flood must have been kicking up mud as it passed over a shallow spot, fooling me into thinking we had found some ebb. But we seemed to be just far enough out of the wind hole to keep moving, while boats to windward were stalled. If the wind

would only shift back we'd be in great position on the fleet.

"Switch the display to true wind dir-

"So you're saying that with every new gizmo it just gets more complicated?"

ection," ordered the skipper. "Let's see how much we've been headed."

Lee scrolled through all the various display options until the desired numbers appeared, but the re-assignment of cockpit display repeaters left us without an apparent

wind angle read-out, and the skipper's driving began to suffer in the light and shift conditions.

Not only that, but a coiled halyard tail kept falling over the knotmeter display, and maintaining a clear line of sight between the skipper's eyeballs and most of the vertical surfaces of the cockpit bulkhead, where all the instrument displays were mounted, became the top priority on the boat.

"I can never understand why they put instruments there," Lee whispered. "The driver has to look right through the entire cockpit crew to read them."

"Where do you think they should be?" asked the skipper, overhearing Lee's remark. "And what's this about needing custom software? Seems to me that once it's set up and calibrated I could compute and display just about every parameter I could think of on this system. Especially if I got some more repeaters."

"I'd put the displays somewhere in the aft part of the cockpit," she advised, "where nothing ever blocks the view. Or on the tiller, or even on the base of the hiking stick so they always rotate towards the driver. That way you'd always have the data display right in front of you, without having to buy a gazillion repeaters."

"Interesting idea, having a display on the hiking stick. But I need to watch some of them while I drive," he said, "and I think it's better to have them in the forward field of vision."

"You're right," she shrugged, taking a second to roll her eyes when she saw that I was looking at her — a gesture that referred to the skipper's driving problem. "And I'm switching this display back to apparent wind angle for you. But like, wouldn't it be better to watch the tell-tales?"

We sailed on for another few minutes, but instead of lifting back to the old direction, the wind continued to head us. And the current started to build again.

"What happens if we tack?" asked the skipper. "With this current I'm worried about overstanding."

"No problem yet," I said. "At least, I don't think so."

"That's one example," said Lee, "of what some more sophisticated software could do." We asked her to explain.

"The boat's instrumentation system has everything it needs to figure out a tide-corrected layline," she said. "It's got our



angle to the true wind over the water, our course through the water, and the current. So it should be able to take the same wind angle and water speed on the other tack, apply the current correction, and display the course and speed over the bottom on the other tack. Not rocket science. And it's one of the most useful bits of info for a navigator to have."

"That would be handy right now," I said.

"Some of the more expensive systems already do that," noted one of the crew. "They store complete polar data for the boat, too."

"The layline calc doesn't require the machine to know anything about the boat's performance," noted Lee. "But if you do have polar data, the instrumentation system should be able to predict apparent wind speed and angle for any desired course, very useful for deciding which sail to use on the next leg. There are tactical software products that do this, but they're not well integrated into on-deck controls and displays. So the tactician still has plenty of work to do."

"Bilge!" said the mainsheet trimmer. "What's racing all about if a machine calls the laylines?"

We were headed down another 20 degrees at least. The wind appeared to be shifting in a major way, and if the other tack wouldn't put us on the layline now, then it would with the next shift. So I called for the tack. When we were settled down and moving again in the fluky breeze, Lee reported that we were now tracking just 9 degrees to leeward of the mark.

"So with those two features added," said the skipper, "I'll have a state-of-the-art

With modern equipment, navigation is so easy, even a newborn can do it in his sleep.

instrumentation package."

"No way!" Lee disagreed. "The accuracy of differential GPS makes a whole new set of calculations possible. For example, you could set waypoints on either extension of the starting line, and use cross-track error to get distance from the starting line. An awesome tool for starting line approaches. And wait, there's more — if you store a set of maneuvering polars in the computer, you can always know how long it takes to get back to any desired point. If you get the locations of both ends of the line, you could have a display showing minimum and maximum elapsed time for a return to the starting line, displayed in real time."

"What's a maneuvering polar?" I asked.

"Just a convenient way of representing data," Lee explained. "The maneuvering polars show how long it takes to alter course from any initial course to any other course, and how much time and distance is lost in the maneuver. It's a simple alternative to a dynamic maneuvering simulator, and it doesn't take too many data points to tell a

"With the right software, yes," said Lee. "The program would have to learn the boat's maneuvering characteristics by recording typical maneuvers. Then, during the pre-start, you could display 'time to left end of line' and 'time to right end of line' continuously, taking the time and speed lost for tacking, jibing, and current into account."

The mainsheet trimmer made a disgusted-sounding groan. "No skill left at all!" he moaned.

"No way!" insisted Lee. "You could still get a competitive advantage by logging data collected during each race, and constructing your own corrections to the wind and tide fields. This would result in like, a set of tide charts with way more resolution than the regular tide book. And you could even do the same for the wind field. Keep track of laylines to all the marks in all the wind and tide conditions, so wherever there are persistent shifts, the software would learn to anticipate them when it calculates the laylines."

"So you're saying," I tried to summarize, "that with every new gizmo it just gets more complicated?"

"For sure," confirmed Lee. "It keeps getting easier to do the basic things, but you have to go mega-exotic to win when everybody's got the basics nailed."

The wind continued to lift, and now we were cracked off slightly to avoid overstanding. We would gain on the boats to windward, some of which had overstood badly, and also on the boats to leeward who never got the shift and were now stuck in a deepening wind hole. But we had a good breeze, and suddenly were making excellent progress towards our first turning mark. I went below to get something cold to drink.

"While you're down there, Max," the skipper shouted down the companionway, "What's the course after we round the mark?"

The first mark was a buoy just off a rocky

"If I wasn't still a starving college student, I'd buy one tomorrow."

computer all it needs to know to figure out how long it will take to tack or jibe back to the starting line."

"So you're saying that we already have all the data onboard to generate these polars?" I asked.

point on the island, and the course after that would be a line to just clear the next headland. The video display over the chart table showed the buoy, and after some experimentation I was able to zoom out to see the next leg in its entirety. But how to

— THE SKILL IS GONE

measure the course? "I'll do this the easy way," I thought to myself as I lifted open the chart table lid in search of an old-fashioned paper chart.

"Have that course yet?" the skipper shouted again from up on deck. "We need to know if we should get a chute ready."

"One second," I answered, noticing that there were evidently no paper charts on board. But there was a plastic course plotter inside the chart table that I knew how to use. So I picked up the course plotter, held it against the video screen, and read off the course. After subtracting 16 degrees in my head I relayed the results up the helm.

"Rig for the poly kite," ordered the skipper when I was back on deck.

The wind, however, was not as solid as it appeared to be a few minutes earlier. It was fading again, and we came back up to close-hauled in an attempt to stay in the strongest breeze. Lee continued to describe her vision of the ultimate instrumentation/database

system.

"If the software is smart enough," Lee explained, "it will automatically create the

*"A module that tells
you which side of the
course is best?
I give up!"*

detailed tide and wind database from information it collects whenever the system is running. Then it could suggest routing strategy based on known tidal flow patterns and the known locations of geographic wind shifts. It could even sort out oscillating shifts, do the appropriate frequency analysis, and factor in the best guess for the effect on oscillating shifts on a chosen route."

"Why generate your own database?" asked the skipper. "We should be able to buy

a tide and wind module for any popular racing area."

"Now you've made it much, much, much too easy!" protested the mainsheet trimmer again. "Plug in a module that tells you which side of the course is best? I give up!"

"There's still the problem of figuring out which set of data to apply to which race," said Lee, "and this is a problem of pattern recognition more than anything else. And like, that's one thing that humans are still much better at than machines. Even still, a computer can sometimes beat a human at pattern recognition by applying overwhelming computational brute force."

"I'm starting to worry about this, too," said the skipper. "Could it really be possible for a low-cost instrument system with the right software to strip the last bit of human skill out of the tactician's job?"

The mainsail slatted over our heads. We had come to a complete stop, even though we were still in a part of the Bay that normally enjoys a reliable breeze.

"Unfortunately, no," I said.

— max ebb

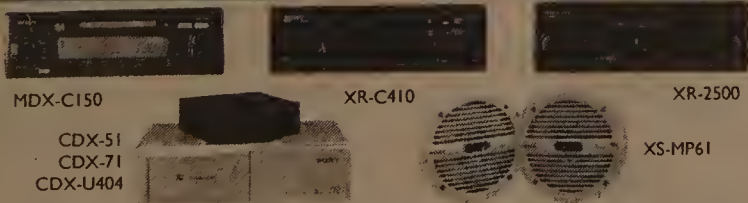
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1995 MEXICO-ONLY

It might strike a lot of you as odd that, in the same issue, we would promote cruising in Mexico (and beyond), and a few pages later report on the devastation there and in the Caribbean caused by a plethora of recent hurricanes. What's next, you might ask, a little lakefront property in Chernobyl?

Well, the last thing we want in the days leading up to their cruises is for Mexico bounders to wake up screaming from sweat-soaked nightmares of being blown to bits. So to reassure you all, we remind everyone that the official hurricane season in the Northern hemisphere runs from mid-May through mid-November, with the primary activity in August and September.

Unofficially, sure, there are exceptions to the rule. Tropical storms and even hurricanes have formed in early May and late November — and Hurricane Winnie surprised everyone in 1983 by forming off Acapulco in December. Still, we'd feel confident about sailing south from San Diego during the first week of November, though not as confident as in the second week. Plan your return (or extended) trip to start no later than May 1 and you'll likely have no worries.

Now that we've cured your insomnia and saved you thousands of dollars in therapy for the cruise you might otherwise have cancelled and regretted for the rest of your life, we offer you the icing on the cake, the 1995 Mexico-Only Crew List. If you've been obsessing on this hurricane phobia thing so long that you've neglected finding crew, we're all but handing the solution to you on a silver platter.

If regular readers don't know how this works yet, cut back on the partying and get out of bed before noon, you slugs. And for the thousandth time, shave and get a haircut. For those of you new to the game, the rules could hardly be simpler: Just find the listing of names which best fit what you need, match the coded information with your own desires and start making calls. We have talked to people who claim they've arranged life-changing cruises within hours of picking up their October issues of *Latitude*.

Which is one of only two caveats to this whole exercise — time is of the essence. If you don't act quickly and start making calls, you may lose out on the 'best' situations. Of course, with so many people of so many varied backgrounds and experience levels taking part, there are a plethora of 'best' situations.

The other caveat appears in the thin gray box at the top of this page. There are certain inherent risk involved in sailing offshore with people and boats you have known only a short time. All we ask of anyone using the Crew List is that you acknowledge that fact before making your first call.

That said, we should clarify that you don't have to be listed here to use the Crew List. Anyone is welcome to take part as long as they acknowledge the disclaimer.

Enough appetizers. Now on to the main course. Crew List veterans can cut to the chase. For you virgins, here are our usual tips to make listing go more smoothly.

- Don't procrastinate about getting started. The early bird not only catches the worm, he also gets his choice of size and species.

IMPORTANT NOTE: *Latitude 38* offers the Crew List as an advertising supplement only. We neither make nor imply any guarantee, warranty or recommendation as to the character of

- The first step taken by many Crew Listers is to go through the appropriate listing and make red checks by each name that looks most promising, and some other mark by each name which might be a second choice. Call the first group first and if nothing works out, go back through the list and call the second bunch. Note that if your name appears on these pages, your chances of landing the boat or crew you want are effectively doubled, as people will also be calling



you.

- Crew List veterans tell us the most efficient way to interview potential crew or skippers is to write out a list of questions you plan to ask, leaving enough space between each to scribble an answer — then make a dozen or so copies. Use a fresh sheet for each call, making sure you write the prospect's name at the top first thing. This is the only way, after 10 or 12 calls, that you'll be able to keep track of who said what.

- The above suggestion will be particularly useful to you ladies, who will get quite a few more contacts than your male counterparts. Unfortunately, if this is like every other Crew List, a few of them will be more interested in getting you between the sheets than getting you to trim any sheets. That's why most of you took our advice and listed your first names only, along with a non-direct contact number. You will still get contacts. A few years ago, we ran into a woman who got more than 150 contacts from a Crew List and Classy Classified ad she ran in *Latitude*. Talk about choices!

- Don't call anybody before 8 a.m. or after 9 p.m.

- Be realistic in your expectations of the boat, the trip and the people. Not all boats look like Swans or go downwind like Santa Cruz 70s. Not all passages are smooth and sunny. Not everyone in a large crew will immediately like everyone else — and smaller crews can be even touchier to 'get right' the first time. Keep in mind that successful

the individuals participating in the Crew List, the condition of their boats, or any weather or sea conditions which may be encountered. You must judge those things for yourself.

cruising requires a definite attitude adjustment, and the easiest way to start it up is to leave all egos at the dock. Believe us, you really won't need them until you get back in the rat race, anyway.

- It may go without saying to most, but a corollary to the above is to arrange a trial sail and, if possible, overnight anchorage with the prospective crew before making any final choices/commitments.

- Be honest. This one is really important. In sailing more than any



Normally a sleepy fishing camp, the bay at Isla Partida outside La Paz fills to the gills with cruising boats for April's Sea of Cortez Sail Week.

other endeavor, if you don't know what you're talking about, someone who does can recognize it instantly. So don't 'make up' experience you don't have. Don't try to tell contacts what you think they want to hear. We guarantee it will come back to haunt you. That said, we once again remind novices that some skippers actually *prefer* at least one or two crew with hardly any experience. They're much easier to train to do things the skipper's way than a more experienced hand, and often less argumentative, too. So don't think that inexperience is a disadvantage.

• If, by some mind-boggling stretch of the imagination, you don't make successful contact with anyone via the Crew List on these pages, all is not lost. There is always the Crew List Party, our yearly get-together for Crew Listers, Transient cruisers, and anyone else who wants to rub shoulders with the Mexico Cruising Class of '95-'96.

This year's shindig is October 4 at the Encinal YC in Alameda. Hours are from 6 to 9 p.m., no early birds, please. (Under a new plan, boorish pigs who come early and dig into our refreshment tables uninvited will be publicly insulted and beaten severely.) If your name appears on these pages, point it out to our palace guards and you get in free. If it doesn't, it's \$5 at the door — correct change if you know what's good for you. We'll offer the usual munchie items, random T-shirt (and surprise boating goodie) giveaways, and the club will run a no-host bar. Attendees wear color-coded tags indicating 'Boat Owner Looking for Crew' or 'Crew Looking for Boats', so if you're still shopping, you can spot prospects instantly. If you're not, the party is a great 'neutral ground' for first meeting someone you've just talked to over the phone. Or to meet one of the world-rekowned *Latitude* staffers in person. We'll be the ones with the babes hanging all over us, trying to lure us into sordid liasons in dark corners or the back seats of cars. Such is the price of fame.

By the time you make it to the Crew List party, we hope you've worked through this hurricane thing. Of course, it's always prudent to

keep up on weather forecasts wherever you go. Even in the absolute worst-case scenario, where a late-season tropical storm gets upgraded to hurricane status and starts heading your way, remember that such systems move so slowly (8 to 12 knots is the average) that there's plenty of time to find a port of refuge or take evasive action. It's also reassuring to remember that hurricanes don't form at all within a few degrees of the equator.

Which to our way of thinking sounds like all the more reason to keep heading south to Costa Rica and beyond.

WANT TO CREW

MEN WANTING TO CREW IN MEXICO

Adam, 33, (310) 827-2908 wants 1,2,3,4,6/exp 3,4/offers 3,5ab.
 Alan Katz, 46, (415) 366-6361 wants 1,3/exp 2/offers 2.
 Alan Morrell, 50, (707) 923-9350 or 3465 Island Mt. Rd., Garberville, CA 95542 ...
 wants 1,2,3,4/exp 1/offers 1,2,6.
 Arnie Gallegos, 57, (415) 239-1844 wants 3,4/exp 2,3,4/offers 3,5ab.
 Bart Senior, 39, (916) 729-2278 wants 1,2,3,4,5,6/exp 2,3,4/offers 3.
 Bill Adams, 54, (916) 496-3379 wants 1,2,5/exp 3/offers 2,4,5ab.
 Bill Barash, 50, (415) 456-8856 wants 1,3,4/exp 2,3/offers 2,3,5b,6.
 Bill Brugler, 50, (415) 563-0105 wants 1,5/exp 2,3,4/offers 2,3,4,5a.
 Bill Erickson, 39, (707) 864-1815 nights or (510) 437-3103 days
 wants 1,3/exp 2,3,4/offers 2+nav.
 Bill Gross, 56, (510) 837-1548 or e-mail pjs79a@prodigy.com
 wants 1,2/exp 2,3,4/offers 2,6,retired MD.
 Bill Quigley, 27, (415) 641-0107 home or (408) 986-2318 work or wjg@auspex.com
 wants 1,3,4/exp 2,3,4/offers 2,6.
 Bill Robinson, 29, (408) 475-5256 or machine (408) 429-8951
 wants 1,2,6/exp 1/offers 1,4,6.
 Bill Willcox, 43, (805) 526-0351 eves or (818)544-3548 . wants 1/exp 3/offers 3,4.
 Bob King, 60s, (415) 567-4598 wants 1,2,3,4,5/exp 2,3/offers 3,5ab.
 Bruce Rodello, 43, (916) 759-9309 wants 1,5/exp 1/offers 1,4.

1995 MEXICO-ONLY

Bruce Winship, 38, (510) 672-2867 wants 1,2,3,4,5/exp 2,3,4/offers 2,3,4,5.
Butch Urbin, 39, (408) 985-2107, PO Box 6972, San Jose, CA 95150 wants 1,2,3,4/exp 2,3,4/offers 3,4,5a.
Chris Wood, 24, (619) 274-4270 or (619) 225-9411 work...wants 4/exp 2,3/offers 2,3.
Chuck Watts, 41, Grand Street Bait Shop (510) 521-2460 @ Oct. 15 wants 1,2,3,4,5,6 (very flexible)/exp 2,3/offers 3.

CODE FOR PEOPLE WANTING TO CREW

I WANT TO CREW:

1) For the trip down

2) While in Mexico

3) Sea of Cortez Sail Week (formerly Baja Ha-Ha)

4) For the Baha Ha-Ha cruisers' race to Cabo starting October 30.

5) Return trip up Baja

6) Other

MY EXPERIENCE IS:

1) Little or none

2) Bay

3) Ocean

4) Foreign cruising

I CAN OFFER:

1) Few skills, I am a novice sailor

2) Skills of a normal hand: standing watch reefing, changing sails

3) Skilled and experienced sailor. I can navigate, set a spinnaker, steer and handle basic mechanical problems

4) Cooking, provisioning or other food-related skills

5) 'Local knowledge': a) I have cruised Mexico before; b) I speak passable Spanish

6) Companionship

Craig Shell, 38, (415) 252-9088 home or (415) 553-8953 work wants 1,2,3,5/exp 2/offers 2,4,5.
Dan Geer, 58, (702) 293-5516 wants 1,2,3,4/exp 3,4/offers 3.
Daniel Gaucher, 27, (510) 465-1617 wants 1,2,3,4,5/exp 2/offers 2.
Dave Arbuckle, 63, (916) 823-1188 wants 1,2,3,4,5,6/exp 2,3/offers 3,4,5b,6.
Dave Carteaux, 35, see you @ the crew party! . wants 1,2,3,4,5,6/exp 1/offers 1,2.
Dave Marcolini, 49, (916) 452-5966 home or (916) 952-4420 boat 6-8pm wants 1,2,3,4,5,6/exp 1,2/offers 1,2,3,4,6.
David Gates, 34, (707) 952-5020 pager or PO Box 1148, Calistoga, CA 94515 wants 1,2,3,4,5,6/exp 1,2/offers 1,2,6.
David Mariscal, 47, (510) 733-9033 days or (510) 524-4759 wknds & eves wants 1,4,5/exp 2,3,4/offers 3,4.
David Woodard, 54, (510) 769-9350 or (510) 769-9350 wants 2/exp 2/offers 2.
Dennis Kavanagh, 58, (415) 388-9156 wants 1,2,6 (south from Baja), after 1-1-96/exp 2/offers 2.
Denny Sabo, 47, (408) 395-4480 (Los Gatos, CA)...wants 1,2,3,4/exp 2,3,4/offers 3.
Dominic Haigh, 33, (415) 921-2551, 2465 Chestnut #102, SF 94123 wants 1,2,3,4/exp 2,3,4/offers 3,5.
Don Wilson, 50, (408) 268-6811 wants 1,2,3,4,6/exp 2,3,4/offers 2,4,5,6.
Donald Riley, 30, (510) 528-3127 wants 1,2,5,6 (any 7-14 day trip)/exp 1,2/offers 1,4.
Doug Riley, 45, (503) 747-2849 wants 2,3/exp 2,3/offers 3.
Doug Stann, 49, (415) 744-4026wants 6 (return to SF)/exp 2, some 3/offers 2+nav.
Douglas M. Norris, 65, Internet douglas@cruzio.com or fax/phone (408) 457-8901 wants 1,4,5/exp 2,3,4/offers 3,4,5ab,6.
Ed Peterson, 65, (619) 522-7910 wants 1,4/exp 2,3,4/offers 2,5ab,6.
Everett S. Jones, 60+, (415) 915-0238 pager or (415) 456-7966 wants 1,2,5/offers 2,6.
Gary King, 45, (503) 935-0828 msg or Box 1606, Winchester Bay, OR 97467 wants 1,2,3,4,5/exp 2,3/offers 2,3,4,6.
Gerry Priebe, 53, (408) 371-7100 x261 or OttoPriebe@aol.com wants 1,2,3,4,5/exp 1,2,3/offers 2.
Glenn McKeig, 49, (707) 554-6525 (Vallejo, CA) wants 4/exp 2/offers 2.
Gordon Ray, 59, (510) 769-0876 wants 1,5/exp 2/offers 2.
Greg Falberg, 38, (408) 749-8048 wants 3,4/exp 2,3,4/offers 2,5a.

Hank Delevati, 46, (408) 446-4105 wants 1,2,3,4/exp 2,3,4/offers 2,3,5a.
Herb Lingl, 38, (415) 563-3599 wants 1,2,3,4,5/exp 2/offers 2,4,6.
Howard Cantin, 62 (408) 438-4253 wants 1,2,3,4,5,6/exp 3/offers 3.
J. Roger Fritz, 58, (510) 234-0217 or Ham KE6WPQ wants 1,2,3,4,5/exp 2,3,4/offers 2,3,6.
Jason D. Maroney, 24, work (907) 789-4862 anytime wants 1,2,3,4,5,6/exp 2/offers 2,4,5b.
Jeff Johnson, 31, (510) 849-9733 wants 1,4,5/exp 2,3,4/offers 3.
Jeff MacDougall, 39, (415) 789-9354 wants 1,3,4/exp 1,2,3/offers 1,2,4.
Jerry Gaya, 48, (510) 946-2508 wants 1/exp 2/offers 2.
Jim Frederick, 59, (916) 988-1086 wants 1,3,4/exp 2,3,4/offers 3,4,5a.
Jim Smith, 59, (707) 528-6539 wants 1,2,3,4,5,6/exp 2,3/offers 3,4,6.
John Bell, 50, (510) 932-2149 msg or Yate Pikakke, Marina Vallarta, Puerto Vallarta, Jalisco, Mex wants 6 (Carib or Marquesas)/exp 3,4/offers 3,4,5ab.
John Fernandez, 40, (208) 773-6892 msg. or PO Box 1755, Coeur D'Alene, ID 83816-1755 wants 1,2,3,4/2,3/offers 2,3,4,5b,6.
John Greer, 55, retired non-smoker, (916) 454-2913 or fax (916) 486-6537...wants 6 (circumnav, SoPac, Carib, Oz, NZ, Med, So. America)/exp 2,3,4/offers 2,4,5ab,6.
John Kochendorfer, 22, (805) 682-5143, 1740 Olive Ave., Santa Barbara, CA 93101 wants 1,2,3,4,6 (South Seas)/exp 2,3,4/offers 2,3,4,5b.
Jonathan Cohen, 27, (510) 524-7094 wants 1,2,5/exp 1/offers 1,4,6.
Josh Abend, 60, (415) 617-3727, 854 Fremont St., Menlo Park, CA 94025 wants 1,2,3,4/exp 2,3/offers 2,3.
Jude Ross, 20, (206) 780-9110 wants 6 (Costa Rica)/exp 2/offers 2.
Keith Richards, 28, (612) 922-5167 eves or (612) 349-4182 days wants 1,2,3,4,5/exp 1/offers 1,5b.
Ken Brandt, 52, (209) 578-4344 wants 1/exp 2/offers 2,3,4.
Kurt Roalkvam, 26, (415) 949-4608 home or (415) 969-1703 work wants 1,2,3,4,5/exp 2/offers 2.
Leo Le Bon, 61 (going on 39), (510) 524-2609 or fax (510) 525-8846 wants 1,2,3,4,5,6/exp 2,3,4/offers 2,3 (boat owner),4,5b (& French).
M.B. "Kelly", 50, voice pager (800) 319-0875 inquire/exp 3,4/offers 3,5a.
Malcolm Fife, 31, (415) 731-3433 wants 1,2,3,4,5/exp 2/offers 2.
Mark Cattell, 36, (800) 535-4242 x3348 wants 1,2,3,4,5/exp 2,3,4/offers 2.
Matt De La Cruz, 35, (408) 245-2676 wants 1,2,5/exp 1/offers 1.
Michael Kramer, 45, (916) 744-1131 eves or (916) 654-4599 days, PO Box 446, Clarksburg, CA 95612 wants 1,2,3,4,5/exp 2,4/offers 3,4,5a.
Michael McNamara, 30, (408) 659-7930 msg wants 1,5/exp 2,3/offers 2,3,4.
Mike Grimm, 37, (916) 544-4014 wants 2/exp 2,3,4/offers 2,5a.
Mike Reusing, 46, Box 200363, Anchorage, AK 99520, (907) 248-4888 wants 2,5,6 (Central, So. America)/exp 2,3,4/offers 2,4,5ab.
Mike Wilmot, 51, (415) 726-9263 wants 1,2,3,4,5/exp 2,3/offers 2,3.
Miles Clayton, 51, (706) 650-2368 home or (706) 787-8128/7822 work wants 1,2,3,4/exp 2,3/offers 2,3(nav),4,5b.
Orion Fowler, 21, (510) 234-5048 or fax (510) 522-2972...wants 1,5/exp 2/offers 1.
Paddy Burke, 25, (604) 732-6509 ... wants 2,3,4 (after Nov. 1)/exp 2,3/offers 2,3,4.
Patrick Burke Bebout, 30, (415) 332-8001 work wants 1,6 (to Costa Rica)/exp 3,4/offers 3,4,5.
Paul Donaghey, 30, (415) 282-6121 work or (415) 584-3318 home wants 1,3,4/exp 1,2,3/offers 2.
Paul Donnelly, 36, (415) 383-7900, PO Box 291, Sausalito, CA 94966 wants 1/exp 2/offers 1.
Paul Myers, 49, (909) 948-7559 or myerscpa@aol.com wants 1,4,5/exp 3/offers 3(USCG licensed).
Paul Tleslau, 27, (209) 245-3272 wants 1,2,3,4,5/exp 2/offers 1,4,5b.
Peter A. Howley, 55, 394-5800 days or 381-8110 eves wants 1,4,5/exp 2,3/offers 3.
Peter P. Nofi, 49, (707) 485-5218 wants 1/exp 2,3/offers 3.
Philip Burton, 44, (714) 753-8283 days or (909) 245-5303 eves, 20702 Como St., Lake Elsinore, CA 92530 wants 1,4,5/exp 3/offers 3,4.
Ralph Vickrey, 55, 2888 Bluff St. #538, Boulder, CO 80301 wants 1,2,3,4,5/exp 2/offers 2,4,6.
Rich Girerd, 42, (415) 857-1698 wants 1,2,3,4,5,6/exp 3,4/offers 3.
Richard Sandvig, 44, (619) 226-2330 or richsand@eworld.com wants 4/exp 3/offers 2,3.
Robert Graham, 27, (415) 922-8858 wants 1,2,3,4,5,6 (Carib, SoPac)/exp 2,3,4/offers 2,5b.
Robert Murphy, 50, Box 674, Aptos, CA 95001 or (408) 728-1585 wants 1,2,4,5/exp 3,4/offers 3,5a.
Robert R. Hayden, 53, (510) 337-9884 wants 1,2,3,4,5,6/exp 2/offers 3,4,6.
Salamauca Raphaël, 30, (510) 988-0648...wants 2,6 (SoPac)/exp 3,4/offers 3,4,5b.
Sam Fleming, 43, (408) 372-5430 or (408) 649-8369 wants 1,2,3,4,5/exp 2/offers 2,3,5b.
Stephen Buckingham, 33, (415) 647-7387 wants 1,2,3,4/exp 2,3,4/offers 2,3,4,5a,6.
Steve Bright, 29, (510) 944-3582 wants 1,2,3,4,5/exp 3/offers 3,4,5,6.
Steve Counselman, 39, (415) 674-9385 wants 1,2,3,4,5/exp 2,3/offers 2,3,4.
Steve Mikinka, 56, pager (510) 702-5140 wants 1/exp 3/offers 2,3.
Todd Gill, 26, phone/fax (415) 441-6830...wants 1,6 (Ecuador?)/exp 2,4/offers 2,6.
Todd Shuster, 25, (415) 386-7402 or e-mail kentod@sirius.com

NEED CREW

MEN NEEDING CREW IN MEXICO

Allen J. Bope, 46, (206) 530-6892 cell, 40' sailboat for 2/exp 2/wants 1, 9 (lady to keep on sailing).
 Ben Carter, 55, (303) 871-8581, '89 45' Nelson/Marek Morgan 445 sloop for 1/exp 1,2/wants 2,9 (3 or 4 30-50 yr. old males).
 Bill Barnes, 44, (805) 545-0556 msg., 24' Flicka for 1,2,6 (further south), exp 2/wants 1,2,4,8.
 Bill Dornisch, 65, (310) 305-1543, 34' Cal for 2,6/exp 3/wants 1,8,9 (share expenses).
 Bill Robertson, 58, APDO 366, La Paz, BCS, Mex "Tou Kou Rou", Ingrid 38' wood ketch for 2,6 (Mex to W. Pac.)/exp 2,3/wants 2,3a,4,9 (hobbies/interests re: cruise area).
 Bruce Raymaker, 47, (619) 523-2334, Morgan 38 sloop .. for 1,4/exp 2/wants 1,8.
 Bud Murphy, 63, (209) 576-8865, Valiant 32 cutter .. for 1,2,3,5/exp 1,2/wants 1,6.
 Capt. David Wallace, 58, (310) 306-0707, Peterson 44 for 1,2,6 (Mex to Palau)/exp 2,3/wants 3a,4,5b(+French), 8, 9 (couples OK).
 Curt, old, (415) 588-3039, 41' sloop for 1,2/exp 1,2/wants 2,3a,8.
 Dave, PO Box 2069, Sausalito, CA 94966, 30' sloop for 2,3,6 (RV ride south)/exp 1,2,3/wants 1,8.
 Dave Florito, (415) 388-0227, Pearson 34 for 2/exp 1,2,3/wants 1,2,8,9 (look good in a bikini).
 Dave Martin, 39, (707) 964-5439 or fax (707) 961-6065, 35' f/g Sparkman Stevens for 1,4,5/exp 1,2/wants 1,2,6.

..... wants 1,5/exp 2,3/offers 2,3,4.
 Tom Hughes, 53, (510) 376-7365 wants 2,4/exp 2,3,4/offers 3,4,5.
 Victor Smith, 58, APDO 290, La Paz, BCS, Mex wants 2,3,4,6 (SoPac)/exp 3,4/offers 3,4,5b,6.
 Walter Usinowicz, 48, 11642 Quivas Way, Denver, CO 80234, (303) 465-5925 wants 1,3,4/exp 2,3,4 (BVI)/offers 3,4.
 Wayne Knapp, 56, page/voice mail (408) 977-5777 or work (415) 926-2966 wants 1,4,5/exp 2,3,4/offers 3.

WOMEN WANTING TO CREW IN MEXICO

Angela Smith, 42, (707) 823-0131, Suite C-116, 8492 Gravenstein Hwy., Cotati, CA 94931 wants 1,3,4,6/exp 2,3,4/offers 2,4,6.
 Bari, 50, 1592 Union St., SF 94123 or e-mail BariC@aol.com wants 2,3/exp 1,2/offers 1.
 Bobbi, 43, (916) 655-3591 or fax (916) 655-3595 wants 6 Dec.-Feb./exp 4/offers 1,2,4,6.
 Brenda, 45, (415) 572-0539 home or (415) 973-5772 work wants 2,3/exp 2,3/offers 2,4,6.
 Carisa, 29, (415) 474-3338 wants 6 (SF Bay)/exp 1/offers 1,2,6.
 Cristen A., 25, (510) 798-6101 wants 1,2,4,6/exp 2,3,4/offers 2,4,5,6.
 Eileen, 35, (415) 249-3601 wants 1,2,3,4/exp 2,3,4/offers 2,4,6.
 Elke, 30, Poste Restante, General Delivery, Sausalito, CA 94965 or at crew party wants 1,2,3,4,5,6 (Marquesas, SoPac, NZ, Australia)/exp 1,3,4/offers 2.
 Ellen McKnight, 47, PO Box 1533, Glen Ellen, CA 95442 wants 2/exp 1/offers 1,4,5b,6.
 Gabriele, 33, (408) 354-1015 or fax (408) 954-0496 wants 6/exp 1/offers 4.
 Gail, 50+, (310) 821-9158... wants 2,3,6 (Dec. 15-Feb. 15)/exp 2,4/offers 2,4,5b,6.
 Gianna, 35, PO Box 1522, Morro Bay, CA 93443...wants 1,2,3/exp 1/offers 1, scuba.
 Greta, 25, (415) 331-9595 x717 wants 1,2,3,4,5,6 (world)/exp 1,2/offers 2,4,5b,6 (platonlc).
 Jan Currey, 43, (510) 684-0763 wants 1,4,5/exp 2/offers 2,4.
 Jan Marley, 41, (714) 725-7173 wants 1,2,3,4,5/exp 2,3/offers 2.
 Jeanne, 31, fax (514) 445-0502 (Quebec, Canada)wants 1,2,5/exp 3,4/offers 2,5b.
 Jo Anne, 50, PO Box 33, Olema, CA 94950 wants 1,2/exp 2/offers 2,4,6.
 Jo Phillips, 50, (503) 981-6289 wants 2,6/exp 2,3/offers 2,4,5.
 Karen Dobson, 36, (408) 438-5845 wants 1,6 (Milk Run)/exp 1/offers 1,4,6, self-supporting.
 Kelly, 26, (313) 563-1193 wants 1,2,3,4,5/exp 1,2/offers 1,4.
 Lara, 26, (415) 474-3338 wants 6 (SF Bay)/exp 1/offers 4,6.
 Laura Deneen, 25, (510) 634-2443 wants 1,3,4,5/exp 2/offers 2,6.
 Lauri, 40, (714) 451-2179 wants 1,2,3,4,5/exp 1/offers 2,4,5a,6.
 Leslie Frishman, 34, (510) 834-4624 wants 1,2,3,4,5,6/exp 1,2/offers 1,4.
 Maggie, RN, 40, fax (510) 655-2312 wants 2,6/exp 2,3,4/offers 2,4,5ab,6.
 Nancy B., 36, (415) 365-1090 wants 1,2,3,4,5/exp 1/offers 1,4.
 Nicole, 26, (510) 865-4700 work wants 1,2,3,4,5/exp 2/offers 2,3.
 Rae, 44, (702) 646-6427 wants 1, exp 3, offers 2,4,5a.
 Roberta, 43, fax (503) 298-5199 wants 1,2,5,6/exp 3,4/offers 2,4,6.
 Sandy, 47, (360) 573-9248 (Vancouver, WA) wants 4/exp 3/offers 2.
 Sandy & Eillen, 32/35, (415) 956-7159 want 1,2,3,4/exp 2,3,4/offers 2,4,6.
 Stephanie, 25, (415) 962-1563 wants 1,3,4/exp 2,3,4 (Carib)/offers 2,4.
 Susan, 46, (415) 493-6630 wants 1/exp 2/offers 2,3,4.
 Suzanne Fitzgerald, 45, fax (415) 381-9110 wants 1,3,4,5/exp 2/offers 2,4.
 Wendy Brubaker, 39, (510) 548-3732, PO Box 13314 359, Oakland, CA 94661 ... wants 1,2,5/exp 1/offers 1,5b.
 Sue Bee, 45, (415) 493-6630 wants 1/exp 2,3,4/offers 2,4,emerg. med.
 Susie Lipsky, 50, (805) 966-3360, PO Box 605, Santa Barbara, CA 93102 wants 1,2,3,5/exp 3/offers 3,4,5a,6.

COUPLES WANTING TO CREW IN MEXICO

Anne Grant & Dan Riggan, 25/24, (916) 583-5641 Anne or (510) 849-2392 (Dan) want 1,2,3,4,5,6 (til Xmas)/exp 1/offers 1,4,5b,6.
 Brad & Maura Darbro, 41/36, (408) 688-3814... want 2/exp 2,3,4 (Mex)/offer 2,3,5.
 Chris House & Sabrina Finley, 24/25, (206) 821-6938 ore-mail ckyt35a@prodigy.com want 1,2,3/exp 1/offers 1.
 Christine Sheefer & David Garza, 28/23, (916) 823-7037 want 1,2,5,6/exp 1/offers 1,4,6.
 David & Hillary, 60/40, (415) 885-2044 want 1,2,4/exp 2,3,4/offers 2,3,5.
 David & Lilly Balladone, 52/48, (707) 823-6045...want 1,2,5/exp 2,3,4/offers 2,4,5b.
 Davina & Jérôme Dutour, 20/24, (408) 253-2103 msg want 1,2,6/exp 1/offers 1,4,5b,6.
 Harry & Josie Clark, 52/45, (602) 641-1465...want 1,2,3,4,5/exp 1,2/offers 1,2,4,5b,6.
 Joe & Sandy Perez, 51/42, (909) 736-1556 want 4/exp 3,4/offers 2,3,4,5a.
 Kathleen Goodwin & Richard Black, 47, (510) 568-8350, (415) 663-1615 or fax (510) 644-3468 want 1,2,3,4,5,6 (Carib)/exp 2/offers 2,3,4.
 Marie & Alan, 50/51, (415) 453-9700 Alan want 1,4/exp 3,4/offers 3,4.
 Matthew Hock & Peggy Hock, siblings, (510) 525-4952 want 1,2,3,4,5,6/exp 2/offers 2,3,5b.
 Pio & Sheana Ruiz, 47/49, (510) 376-7122 want 1,5/exp 1,2/offers 1,4,5,6.

CODE FOR PEOPLE LOOKING FOR CREW

I NEED CREW FOR:

- 1) For the trip down
- 2) While in Mexico
- 3) Sea of Cortez Sail Week (formerly Baja Ha-Ha)
- 4) For the Baha Ha-Ha cruisers' race to Cabo starting October 30.
- 5) Return trip up Baja
- 6) Other

MY EXPERIENCE IS:

- 1) Bay
- 2) Ocean
- 3) Foreign Cruising

I AM LOOKING FOR:

- 1) Enthusiasm — experience is not that important
- 2) Moderately experienced sailor to share normal crew responsibilities
- 3) Experienced sailor who can a) share navigation and/or mechanical skills, b) who can show me the ropes
- 4) Cooking, provisioning or other food-related skills
- 5) 'Local knowledge': someone who has a) cruised Mexico before; b) speaks passable Spanish
- 6) Someone to help me bring the boat back up the coast
- 7) Someone to help me trailer a boat up/down the coast
- 8) Someone who might stick around if I decide to keep going beyond Mexico
- 9) Other

David Dupzyk, 43, (310) 313-1990or (310) 478-5841, 39' Cal for 1,2,3/exp 1/wants 2,3,8.
 Don Libby, 61, (619) 427-6578, Box 5984, Chula Vista, CA 91912, 57' sloop for 1,2,3,5/exp 1,2,3/needs 2,3,5,6,8,9 (folks to visit while boat's in Mex).
 Donald Verwayen, 46, (707) 677-0811, 36' Hanna ketch for 1,2,5/exp 2/wants 2,3a.
 Frank Farinos, 65, (707) 642-0510, PO Box 1363, Vallejo, CA 94590, Tartan 34 .. for 1,2,5,6/exp 1,2,3/wants 1,2,3,6,8.

1995 MEXICO-ONLY CREW LIST

Hank Nyhof, 69, (916) 846-2628, 36' cutter rig Endurance for 1,2,6/exp 1,2,3/wants 2,3,4,8.
 Jim Wallace, 60, 2804 Cañon St., San Diego, CA 92106, 31' Cal for 2,6/exp 2/wants 8.
 John Dunn, 54, (408) 423-3326, Coronado 34 for 1,2,3,4,6/exp 1,2/wants 1,2,3,4,5,8,9 (fun).
 John Jabin, 57, (510) 235-1449, 48' J. Brown trimaran for 1,2,6 (stay & work at sail & diving)/exp 1,2,3/wants 1,2,3a,4,5ab,6,9.
 Julio, 37, (916) 763-9826, San Juan 28 for 6 (Panama, Carib, Med, rivers of Europe)/exp 1/wants 3,8,9.
 Jonas Collins, 25, (415) 998-3875, Pearson Vanguard 32...for 1,2/exp 1/wants 3.
 Larry Ellingson, 48, APDO Postal 290, La Paz, Baja CFA Sur, Mex or fax 011-52-112-16159, Valiant 32 for 2,6 (Central America, Venezuela)/exp 1,2,3/wants 1,2,8.
 Lee La Rosa, 54, (619) 691-7867, 4215 Gila Ave., San Diego, CA 92117, 41' motorsailer for 2,6 (Sea of Cortez)/exp 2/wants 1,2,9 (fish & dive).
 Les Galbreath, 66, Mex cellular & fax 011-52-329-21635 or 3000 Arrowhead Dr., Carson City, NV 89706, Pearson 43' sloop...for 2,6 (Costa Rica & Panama)/exp 1,2,3/want 2,9 (leave Puerto Vallarta Oct. 1, leave Acapulco for Costa Rica Nov. 1-15).
 Leslie C. King III, 42, (904) 438-6600 or fax (904) 438-4719, Wilderness 40 need 1,2,5,6 (from Florida thru Canal)/exp 3/wants 2,8.
 M.B. "Kelly", 50, voice pager (800) 319-0875, 52' Island Trader motorsailer for 2,6 (Panama Canal to Carib)/exp 2,3/wants 2,3a,4,8,9 (male, female or couple).
 Marc Edge, 40, (415) 924-8242, Mason 37 ketch ... for 1,2,6 (NZ)/exp 2/wants 2,8.
 Michael Wright, 51, (916) 756-9023 work or (916) 756-1714 home, F-27 tri for 2/exp 1,2,3/wants 1,2,3,4,5,7.
 Noel, 43, (415) 332-8952, 10 Libertyship #4128, Sausalito, CA 94965, Hans Christian 33 for 2,6 (Costa Rica)/exp 1,2,3/wants 1,2,8.
 Oscar, 61, (714) 839-1623, 41' ketch for 2/exp 2/wants 2,5.
 Richard Dorn, 50, 228 17th St., Hunt Beach, CA, 92648, 42' Cheoy Lee Clipper ... for 1,2,5,6 (long distance)/exp 1,2,3/wants 1,9 (female).
 Rod Mell, 54, c/o 1313 College Ave., Santa Rosa, CA 95404, Valiant 40 cutter for 2,6 (SoPac, etc)/exp 1,2,3/needs 2,4,8.
 Roger Bohl, 56, (510) 339-2564, Cal 34 sloop for 1,2,6 (Costa Rica)/exp 2,3/wants 1,2,8,9 (sailing companion).
 Sandy Mazen, 67, (619) 234-7235, 41' Islander Freeport ketch

..... for 1,2,6/exp 1,2/wants 2,3,5,8.
 Scot, 44, (714) 673-6001 (Newport Beach, CA), Voyager 45 for 6 (Costa Rica, West Indies, SoPac)/exp 3/wants 3,8.
 Scott Misner, 41, 400 Long View, Pismo Beach, CA 93449, Baba 30 needs 2,6 (SoPac)/exp 2/needs 1,2,8.
 Stan P. Millan, 61, (510) 644-2501, 51' Garden ketch exp 1/wants 3,4,5,8.
 Tim "Scallywag" Tunks, 50, (310) 396-1400, 37' Islander sloop for 2/exp 2,3/wants 2,9 (intelligence & humor).
 Tom Glampietro, 50, PO Box 2903, Citrus Heights, CA 95611, 44' Peterson Cutter for 1,6 (Costa Rica, Panama, Carib, spring '96)/exp 1,2/wants 1,2,5b,8,9 (female companionship; extended cruise).
 Utkan Salman, (510) 655-8800 or (510) 763-0943 or utkan@ccnet.com, 38' custom Peterson one-ton for 2,5/exp 1,2,3/wants 1,2,3a,4,5,6.

COUPLES NEEDING CREW IN MEXICO

Bev & Seth Bailey, 44/65, (510) 521-4780, Cheoy Lee Pedrick 43 for 2,3,5/exp 1,2,3/want 2,3a,4,5ab,6.
 Del & JoAnne Pouls, 52, (503) 798-5692 or (503) 986-1453 msg., 46' cutter for 1/exp 1,2/want 2.
 Jim & Annie Plowman, 50/43, (510) 912-5466, 3329 Fernside Bl., Alameda, CA, 46' alum. sloop for 1/exp 1,2,3/want 1,2.
 John & Pat Walsh, 75/57, (510) 684-3157, 65' Mason-design schooner for 1,2 (will be in Mex 5 months; need people all or part of time), 6 (to Desolation Sound in June '96; Chile in Oct. '96)/exp 1,2,3/want 2,3a,5,6 (in May), 8.
 Ray & Ashikin, 41/36, (510) 769-0744 or fax (510) 814-8030 or e-mail 73730.2051@compuserve.com, 57' Wm. Garden offshore ketch for 1,2,5/exp 1,2,3/want 1,9 (share expenses, sailing in style).
 Roy & Julie, 45/38, (707) 795-0458, 50' ketch for 1,2,5/exp 1,2,3/wants 1,2,4.
 Terry Linta & Kit Frush, 53, (415) 369-8884, 44' wooden schooner for 1,2,6 (Costa Rica, Med)/exp 1,2/want 1,2,8,9 (share costs, any/all legs Oct. 9, '95).
 Willie Evans & Elise Buhn, 59/44, FAN, Box 634, Petaluma, CA 94953, 46' ketch for 1,2,5/exp 2,3/want 1,4,6.

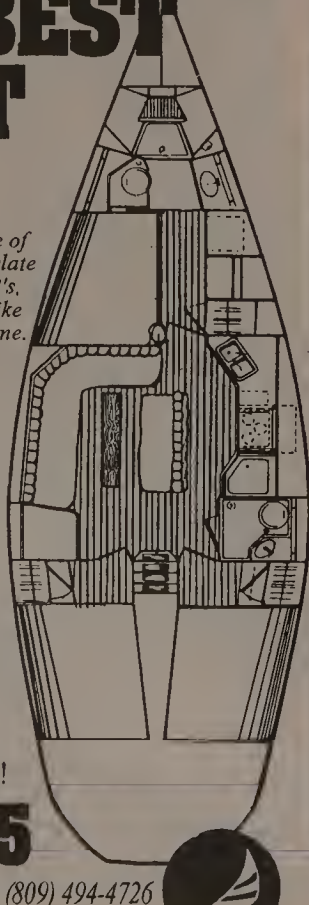
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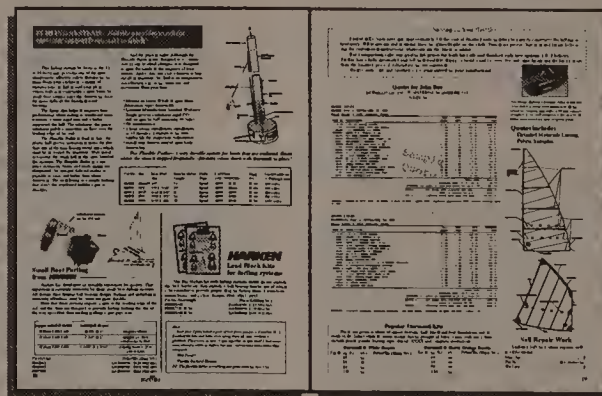
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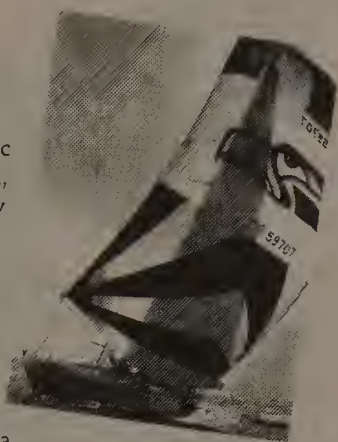
SAILS



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3. Tahiti-Moorea-Bora Bora	400 nm	June 16 - 27
4. Bora Bora-Cook Atolls-Pago Pago	1500 nm	June 29 - July 19
5. Samoa-Kingdom of Tonga	600 nm	July 21 - Aug. 3
6. Tonga-Fiji	600 nm	Aug. 15 - Sept. 1
7. Cruising Fiji	600 nm	Sept. 3 - 15
8. Suva, Fiji-Auckland, New Zealand	1500 nm	Sept. 17 - Oct. 5

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With reports this month on **sailing opportunities for individuals**, a look at what happens to charterers **when severe weather hits**, a report on **sailing the Leewards** (in the fair weather season) and **miscellaneous Charter Notes**.

Chartering Options for Individuals: The Case for Sailing with Strangers

If you go 'backstage' in the travel biz, you'll often hear agents refer to F.I.T. bookings. This insider's acronym, meaning 'For Individual Travelers', refers to any travel offering which can be booked by one person rather than a whole group, such as 'adventure travel' programs, city tours, cruise ship cabins, etc. If you're accustomed to chartering boats with a gang of friends or family, you may not be aware that there are also a wide variety of FIT opportunities within the realm of yacht vacationing, many of which offer hands-on sail training.

The diverse range of possibilities includes crewing on a leg of an around-the-world voyage, island-hopping through the South Pacific aboard a tall ship and enjoying the pampered service of a luxury crewed yacht. Generally, the more high-end options are widely marketed through mainstream yachting organizations, while most passage-

intended to be comprehensive, but it will introduce you to a variety of possibilities worth considering.

Generally, sailing options for individuals break down into two main categories: those which encourage you to participate in sailing activities and those which encourage you to sit back, have another cocktail, and enjoy the view. The latter choice gives those curious about crewed chartering a chance to sample the good life aboard a first class, luxury yacht complete with watersports toys, personalized service and gourmet cuisine, without having to foot the whole bill or pull together a group of like-minded sailing mates. In high-end markets, you generally have to book on a 'cabin basis' — ideally suited for couples — rather than 'by the berth'.

In the Virgin Islands, a prime example of a top notch charter yacht which is open to individuals is the 105-foot *Cuan Law*. Reputed to be the world's largest trimaran, she offers weekly departures which include all meals and extensive scuba diving and/or snorkeling. (Ask any charter broker.) During the winter season, several other crewed yachts in the area will typically offer FIT charters on an occasional basis. Ask the (U.S.) V.I. Charter Yacht League or the BVI Charter Society. (See box for all contact numbers.)

While almost every major yacht chartering organization offers at least a few luxury crewed yachts in their fleets, relatively few sell cabin charters or FITs. The Moorings, CYOA (Caribbean Yacht Owners Association) and the Bitter End Yacht Club are exceptions. The Moorings' Leisure Class Stateroom Packages, for example, are available in the BVI, the Grenadines and Tahiti. CYOA offers similar programs in the Virgins, while the Bitter End (at Virgin Gorda, BVI) offers a 'surf and turf' version: a three-day cruise aboard a Privilege 48 catamaran, within an eight or ten-day stay at the resort.

One of the most attractive FIT offerings in the South Pacific comes from the French company Archipels, which operates weekly departures aboard three identical Fountaine-Pajot catamarans in the Marquesas, the Tuamotus and the outer islands of Tahiti (the Leewards). While there have long been a



variety of sailing options in Tahitian waters, the programs run on these fast, luxurious cats are a first in the isolated Marquesas and Tuamotus — and fortunately they are a class act. Service and cuisine are of a very high caliber and some trips also offer scuba diving.

Positioned midway between luxury crewed charters and bonafide 'adventure sailing' (i.e. passage-making), you'll find scheduled flotilla programs which encourage individuals to book space 'by the berth' on a lead boat, while others book whole boats. Flotillas in the Med and Aegean have been extremely popular for years with European sailors. And these days more and more Americans seem to be following suit, realizing that joining a group of unknown sailors can be great fun, while offering an extra measure of security. Check with major bareboat companies for flotillas which accept individual bookings in Greece (i.e. GPSC), Turkey, Tahiti and the BVI.

Two of the most spectacular sailing



COURTESY TRIMARINE

At 105 feet, the long-established BVI charter yacht 'Cuan Law' enjoys one of the best reputations in the industry.

making opportunities require a bit of sleuthing to learn about. The following sampling of FIT sailing options is not



LATITUDE/ANDY

Sliding out on a yardarm isn't everybody's idea of fun, but if you're looking for true hands-on adventure consider a tall ship like 'Soren Larsen'.

vessels which can be booked on a 'cabin basis' are the *Star Clippers*. These 360-foot sisterships are true square-riggers whose hulls were modeled after the sleek clipper ships of old, but were built to carry 85 passengers each rather than cargo. The brain-child of Swedish shipping magnate Mikael Krafft, they combine all the luxurious amenities of a top notch cruise ship, with the traditional beauty and romance of voyaging under sail. Weekly itineraries are run in the Caribbean and the Med, but signing on for one of their transatlantic crossings between seasons might be the most appealing idea of all for those who've always wanted to put a 'pond crossing' under their belts!

Star Clipper cruises notwithstanding, the programs offered by most tall ships fall into the realm of 'sail training' rather than luxury cruising. As the phrase implies, a sail training

program is designed to give adventurous participants valuable on-the-job training in the fundamental arts of seamanship such as navigation, sail handling and helmsmanship. The fact that you're usually cruising offshore between two exotic landfalls makes the experience all that much more enjoyable.

Such programs exist in many far flung ports o' call as well as right here in our own coastal waters. Several have been written about extensively in *Latitude*, such as John Neal's South Pacific expeditions aboard *MahinaTiare* and Alan Olson's recent Pacific Rim Expedition to the Far East. This year *Mahina Tiare* explores the frosty southern latitudes of Cape Horn, Patagonia and Antarctica before returning to the South Pacific — via Easter Island and Pitcairn — in 1996. Alan Olson and his 54-foot William Hand schooner *Maramel* will stay closer to home this year, offering sail training programs en route to sunny Mexico. The familiar Santa Cruz 50 *Yukon Jack* will also fly south this winter, with berths available to spirited crew.

Ironically, one of the most impressive sail

training programs in the country comes out of a small two-year college in Southern California, Orange Coast (OCC). Over the years they have built up a remarkable fleet of veteran offshore vessels which welcome students and non-students alike to explore distant latitudes while honing their skills. OCC's 65-foot flagship, *Alaska Eagle* (ex-*Flyer*), is a bulletproof Whitbread veteran which makes an annual circuit through the South Pacific Islands, then north to Alaska and back down the coast to her Newport Beach homeport. A sister in the fleet, *Volcano*, completed a similar route this year after 'chaperoning' the *TransPac* as communications vessel. Future programs will include Antarctic expeditioning aboard the newly built *Polar Mist*.

Two other notables are the *Ocean 71 Darwin Sound*, which runs cultural/sail training cruises in distant waters (in the Med and Aegean next year) and the 65-foot Gloucester (type) schooner *Alcyone*, which is island-hopping through the South Pacific before circling back to her Seattle homeport.

Now if you've really got some time on your hands, you might consider joining part — or all — of an around-the-world voyage under the status of 'paying crew' (where your contributions help subsidize the trip). One example is the former Caribbean charter yacht *Jennifer* (a Beneteau 50) which is currently exploring the coast of Vietnam and will soon head west to Thailand, the Andamans, Maldives and Seychelles. Another ex-Caribbean charter yacht which is currently circumnavigating is the posh 74-foot *Irwin Nicola* which is currently heading west through the South Pacific. Their stock in



After John Neal had explored most of the South Pacific and Pacific Northwest, he headed for the far southern latitudes of Chile and Antarctica.

trade is high-end group charters, but joining as an individual on passage legs is a possibility.

Within this 'adventure sailing' realm there are a variety of traditionally-rigged vessels which capitalize on their inherent need for many strong hands and backs, while offering individual sailors entrée into the romantic — if somewhat befuddling — world of square sails, gaff-rigs and yardarms.

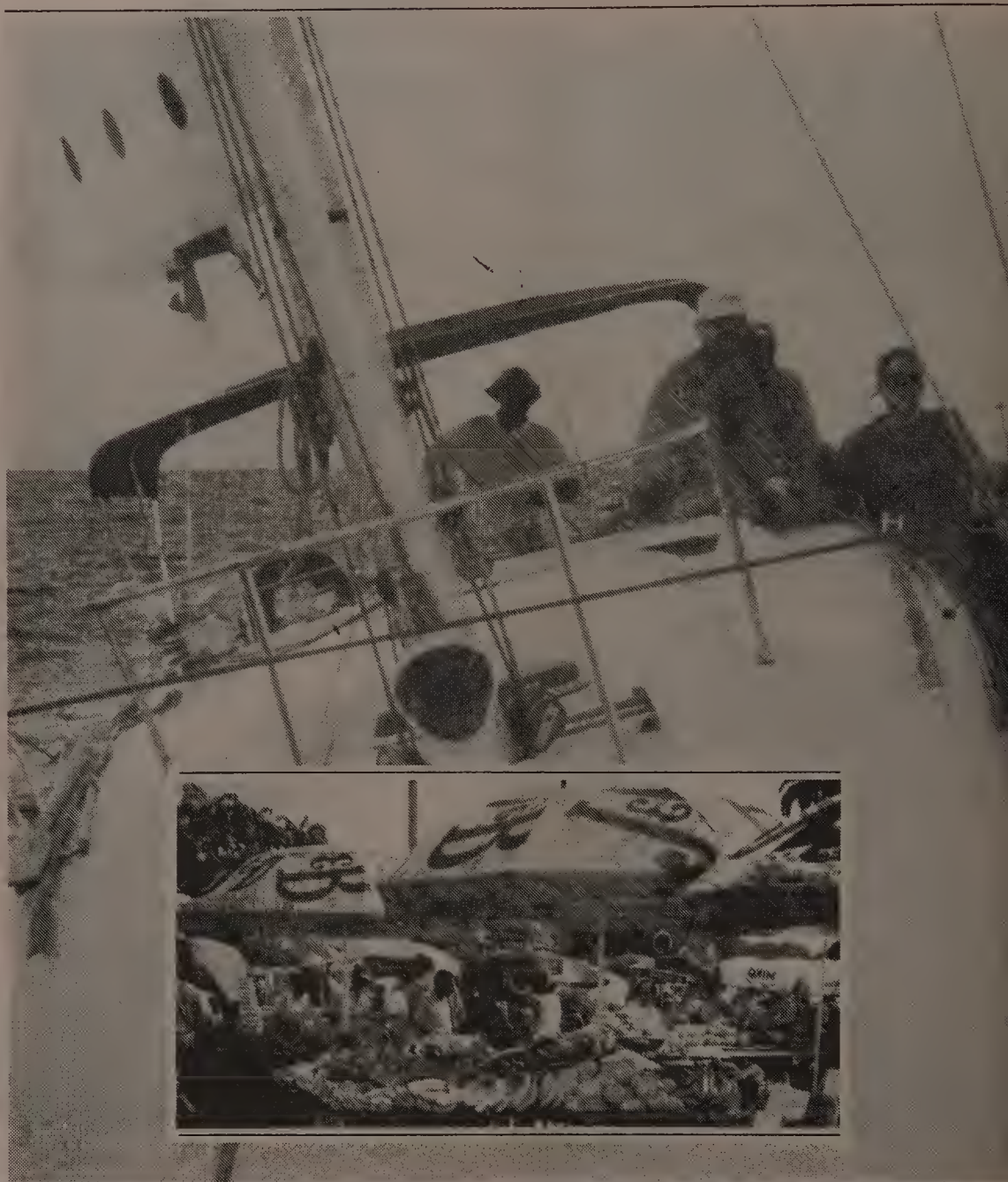
Most square-riggers and schooners which offer such programs are members of ASTA (the American Sail Training Association) which publishes an annual catalog of its members' programs — a veritable 'Who's Who' of the sail training crowd which makes fascinating reading. While many of the programs listed are for youth only, there are plenty which welcome spirited adults as well.

Locally, the square tops'l ketch *Hawaiian Chieftain* (an ASTA member) offers hands-on sail training trips in addition to scheduled Bay cruises. In the Pacific Northwest the spectacular 158-foot gaff schooner *Zodiac* offers innovative programs for 'youth of all ages' which include sail training in addition to environmental studies and maritime history. Having worked beneath the Golden Gate from 1931-72 as a bar pilot's schooner, she has now been carefully restored, and is said to be the largest working sailboat on the West Coast. Another northern sweetheart is the 72-foot brig *Lady Washington*, named after the state which she officially represents as a goodwill ambassador. In addition to youth programs and charters, she offers berths on both passages and island-hopping excursions.

The picturesque coastline of Maine has long been a haven for individual sailors (on a budget) who relish a bit of adventure and participation without having to commit to a real 'sail training' or passage-making experience. Typical schooners have 'open' layouts below decks, so privacy is minimal, but living in relatively close quarters adds to the camaraderie which is fundamental to this genre of vessel.

Another excellent sail training program is run aboard the 140-foot brigantine *Soren Larsen*. Based in New Zealand, she annually plies the far reaches of the South Pacific with 'trainee' of all ages.

Believe it or not, interest in tall ship sailing is actually on the increase, and each year special tall ship events draw larger and larger fleets of incredible traditional sailing crafts. The ultimate event of this sort is the annual Cutty Sark Regatta (held every summer in England) which brings together tall ships and classic yachts from many nations — a veritable floating museum of maritime history. Contact the STA (Sail



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Institute (415) 459-5910

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Training Association of the United Kingdom) for info on available berths.

With that we rest our case. But we hope you now realize that you do have options the next time your vacation schedule conflicts with that of your usual travel partner(s) — or you suddenly find them boring and want a change of pace! Fear/not. We heartily

recommend that you break away from your usual vacation pattern and let yourself experience a new style of sailing adventure.

— latitude/aet

Gambling on Off-Season Weather: The Ultimate 'What If'

No sooner had we sat down to bang out some thoughts on the glories of cruising the Leeward Antilles (as promised last month),



ALL PHOTOS CURT SIMPSON

On a typical day, sailing in the Leeward Antilles is heaven. Inset: An islander 'practices' on a wooden scooter; a bountiful open-air market.

than Mother Nature unleashed her awesome fury in the form of Hurricanes Luis and Marilyn.

As you've read, these were two of the worst storms on record and anyone who was unlucky enough to be traveling in the islands at the time was undoubtedly 'inconvenienced' to say the least. Late summer, however, is precisely the time when big storms are supposed to hit the Caribbean and Atlantic seaboard. And it goes without saying that any charterers caught in the area must have known before booking their trips that they were making a calculated gamble with the weather. Usually, though, the odds are pretty good you won't see much, if any, bad weather, but last month's storms didn't play by any rules.

Since the subject of Caribbean hurricanes has slapped us in the face, let's have a look at what happens to charters when conditions

become too nasty to leave the dock. With all companies we know, responsibility for deciding *when* and *if* to cancel charters due to weather lies with the base manager — an extremely rare occurrence. What happens to the unlucky charter clients? In most cases their money is refunded or they are given a credit which is useable for several years. When extreme weather arrives, bareboat company staff are naturally concerned with their boats, but are generally more concerned with the well-being of their clients — by far any company's most precious asset. Crewed charter clients would also be given a 'rain check' by their captain.

We've heard varying reports of how clients were accommodated in St. Thomas and St. Maarten (the hardest hit locations). Some caught last-minute flights out, others were put up in hotels and fed free of charge. Once the show was over and the skies cleared, though, many would-be charterers chose to disregard the inconveniences of crippled services ashore and set sail. We applaud that roll-with-the-punches attitude. After all, having lived through more than a few Caribbean hurricanes, we can testify that within hours of a storm's passing, the skies are just as blue as ever and the seas begin to calm down.

Remember also, that unlike the experience you might have if you were caught in a storm in your own boat, when you're bareboating and things turn ugly, the most you'd be expected to do would be to put out the hooks, batten down the hatches and get yourself safely ashore to the nearest 'survival party', where you can raise a big glass of 'hurricane punch' and say, "not my problem, mon".

Ed note — The Caribbean islands have weathered more than a few awesome storms since the days of colonization and each time, the islanders have simply picked up the pieces and gotten on with their lives. The following reader submission is a reminder of how much fun sailing in the Antilles can be when skies are clear and moderate trade winds are blowing steadily — roughly 360 days a year.

A Taste of the French West Indies

I get this phone call in October. A friend of mine has some people who want to go to the Caribbean and charter a boat. I turn them on to The Moorings. A couple of weeks later I get another call saying, we're ready

but we need a captain. I have the usual excuses...no money, work and no money. No problem, he says, all I have to do is buy a plane ticket and everything else is taken care of. My response? "When do we leave?"

Nobody in our group of six had ever been to this part of the world, so I started digging through my back issues of *Latitude 38* to find articles on chartering in the Leeward and Windwards. It just so happens that my current issue had also just arrived in the mail with additional info on the exact area we wanted to go to. After providing copies of the articles to the folks with the money we settled on the island of Guadeloupe.

We chartered a Moorings 445 for nine days. Our travels took us to the tiny cluster of islands call Les Saintes, then to the island of Dominica and along the western and eastern shores of Guadeloupe.

Warm water, warm sunny days, great people and unbelievable, I repeat, *unbelievable* sailing conditions. On our return passage from Dominica to Pigeon Island we *averaged* 8 knots! Four of the people in the group had no idea of how great these conditions were, as they had never been on a boat like this.

Some of our highest recommendations for this area are snorkeling at Pigeon Island (Cousteau's underwater park) — it's beyond description. When you go to Dominica we all recommend the 'dynamite punch' at the end of the Indian River — actually 'comatose punch' would be more applicable. A trip up the river by dinghy through the jungle is a must. Another highlight was visiting the incredibly colorful open market in Pointe A Pitre, Guadeloupe. Don't miss it if you visit the French West Indies.

To summarize . . . Jeeez! What a trip! Wish I was still 'down island'.

— curt simpson
bonsall, CA

Charter Notes

As winter approaches many of you, our loyal readers, will be jetting off to enjoy yacht charters in exotic sailing destinations. The first reason we mention this is, frankly, we'd like you to take us with you. Failing that though, we'd like to hear about your adventures — at least the highlights. In exchange, we'll send you an official *Latitude 38* 'Charter Inspector' T-shirt for any submissions we use, complete with the names of the world's most desirable charter destinations on the back! — a collector's item if ever there was one.



COURTESY THAILAND TOURISM

Don't bother giving us a complete chronology of every tack you made and every rum punch you guzzled, just give us a few choice vinettes that give us a feel for the area you visited and illustrate the nature of your experience there. We love anecdotes — particularly if they bring a laugh — so we invite you to share your prized moments in print.

We'd also like to hear from some kids about their experiences during charter trips.

The picture says it all. Would Christmas in Thailand be exotic enough for you?

There are a lot of parents out there who brood over whether or not to bring their youngsters, so some insights from veteran charter kids would be greatly appreciated. Also, believe it or not, there are still some charter destinations that we haven't visited ourselves. So if you charter a bareboat or crewed yacht in a destination that's rarely

talked about in these pages, we'd love to hear your reactions. Brief reports of 5-700 words are preferred.

All the news of nasty weather in the Caribbean and Mexico lately, makes you appreciate the wisdom in planning your charter for the prime weather season in any given area. In the winter months, that means you'll want to rule out Tahiti, Tonga and Fiji, as their rainy season tends to be from December through April. However, if you're planning to charter in those areas during early summer we advise that you make your reservations soon so you'll be sure to get the boat you want. Fleet sizes are not huge in the South Pacific, especially if you're looking for a two-person boat.

During our northern winter, New Zealand's Hauraki Gulf and Bay of Islands will be in the peak of summer sunshine during our coldest months. Another prime spot to consider during winter is Thailand, where the best sailing months (weather-wise) are December through April. There are plenty of bareboats available on the idyllic island of Phuket and round trip flights via Bangkok are well under \$1000. If you're looking for a truly exotic destination for a Christmas vacation, this could be it.

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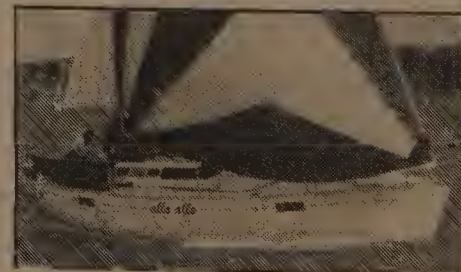


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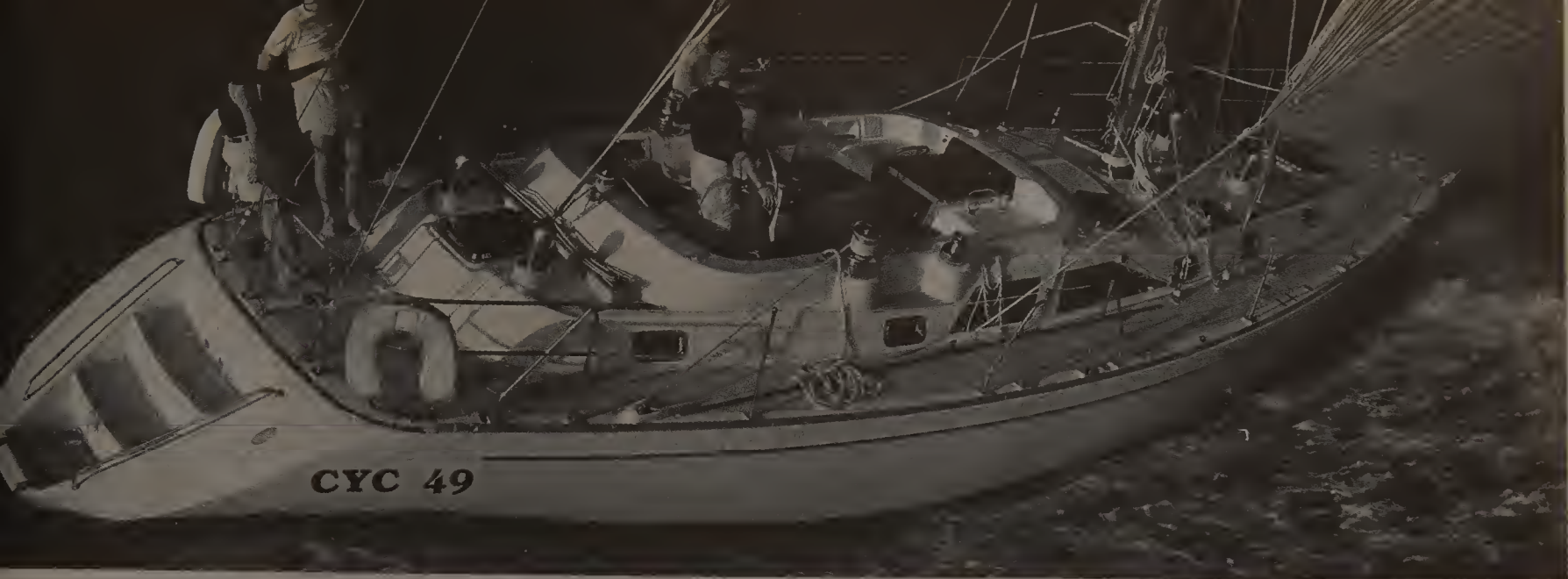
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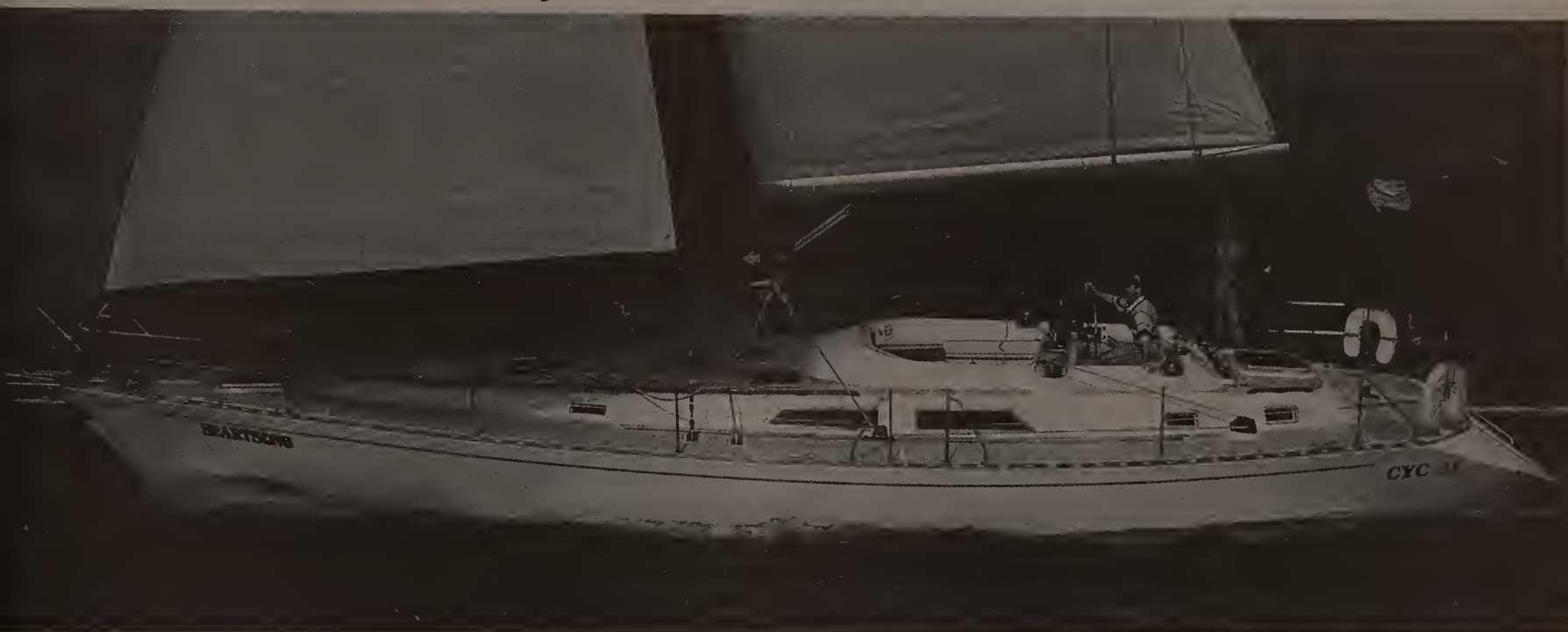
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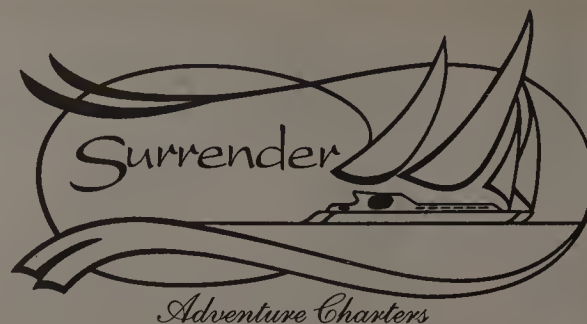
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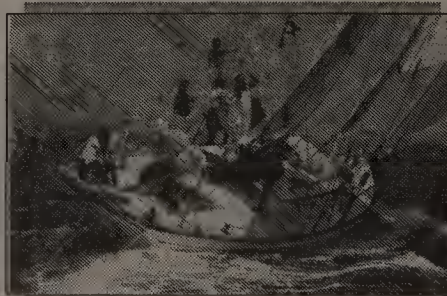
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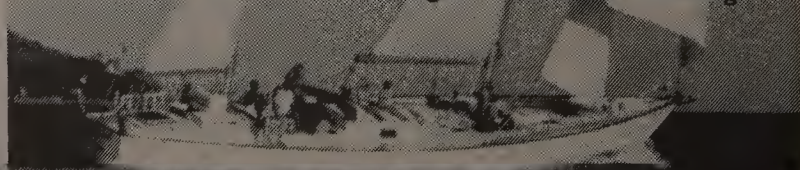
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With reports this month on **Morgan Larson** winning the **Prince of Wales Trophy**; a fairly standard **Windjammer's Race** to Santa Cruz; a delightful, record-breaking **Jazz Cup**; a first peek at the **midwinter racing menu**; a report on the latest **Brut Cup** event; the winner of the **Labor Day Weekend Ironman Challenge**; an upset victory at the civilized **Knarr International Championship**; the inaugural **Teak Deck Regatta**; the tongue-in-cheek **Jester Worlds**; and the usual 'box scores' and 'race notes' at the end.

Larson Takes POW

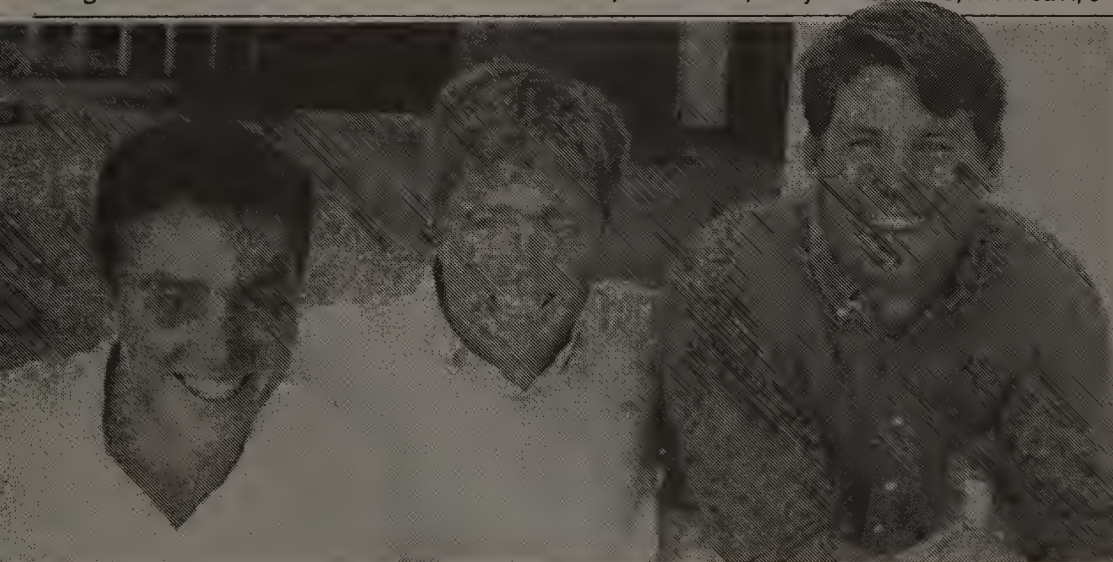
We've always known that Area G boasts some of the best sailing talent in the country, but until lately you couldn't have proved it by looking at the results of the various US Sailing championships. Suddenly, however, that scenario is changing: the latest big winner is Capitola's Morgan Larson, who recently captured the prestigious US Match Racing Championship, aka the Prince of Wales Bowl.

The 90-race series was held at Hingham, Mass., at the end of August in boxy-looking 210s, a 30-foot Raymond Hunt-designed double-ender which is still popular back East. Morgan and crew Seadon Wijsen and Brandon Paine trailed Benz Faget's team from New Orleans by one point with only two flights to go in the double round-robin competition. When the racing was over, Morgan and Benz were tied with 14-6

couldn't have been much closer!"

This was the first match race victory for Larson, who previously has won the Sears Cup ('88) and O'Day Trophy ('90), as well as collegiate All-American honors ('90, '93, '94) and too many national championships to mention. By winning the Prince of Wales, Morgan and his crew qualified to represent the United States in the Nations Cup, which was held at St. Francis YC in the last week of September. Look for Nations Cup results in the next issue, as well as a feature article on Morgan later in the fall.

- 1) Morgan Larson, St. Francis YC, Area G, 14-6;
- 2) Benz Faget, New Orleans YC, Area D, 14-6; 3) Rob Johnston, Rush Creek YC, Area F, 12-8; 4) David Klatt, Ventura SC, Area J, 10-10; 5) Scott Deardorff, Santa Barbara YC, Alt. Area J, 10-10; 6) Francis Charles, MIT Sailing Assoc., Area A, 10-10; 7) Paul Wilson, Vineyard Haven YC, Alt. Area A, 9-



Tres amigos (left to right): Brandon, Morgan and Seadon. Nice job, guys!

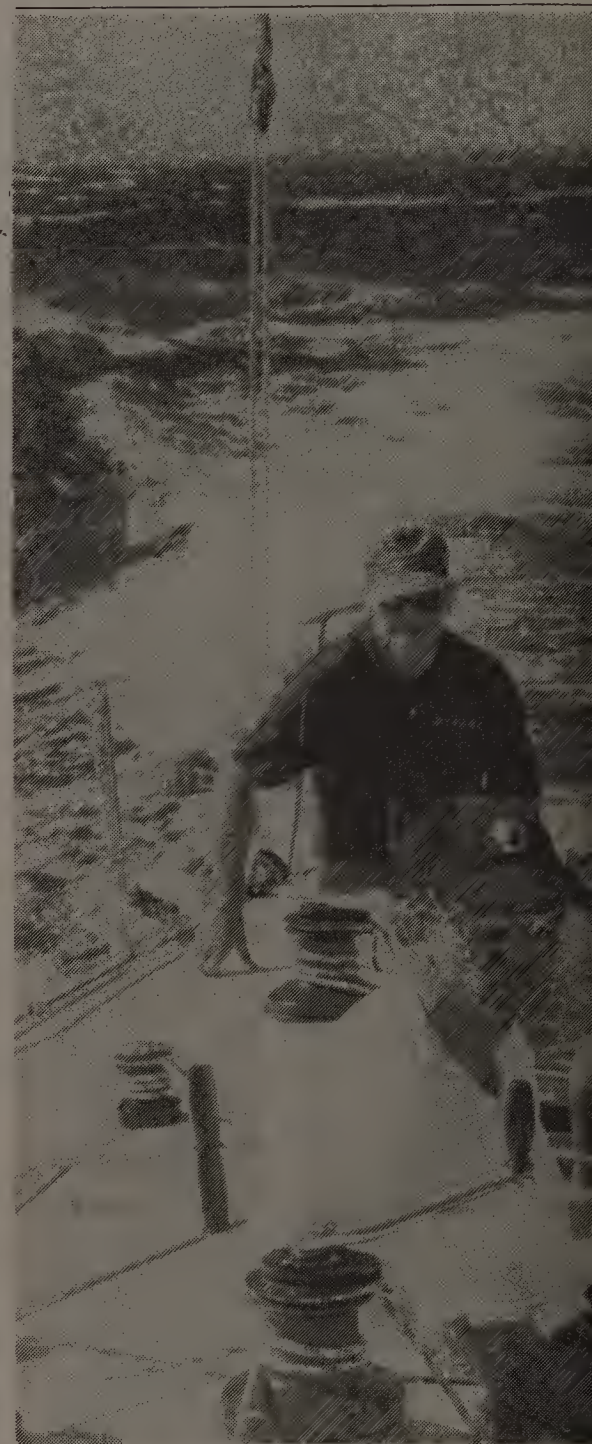
records, each having beat the other once. The tiebreaker, therefore, was determined by how each had done against the third place boat (another wash) and then down to the fourth place boat — with Larson finally getting the nod.

"We hit the showers thinking we'd come in second," said Morgan, an amiable 24-year-old pro sailor. "It was a pleasant surprise to find out that we'd won — it really

- 11; 8) Ben Cesare, Larchmont YC, Area B, 9-11; 9) Peter Allen, Royal Canadian YC, Area E, 2-9. (9 boats)

Windjammers Race

The 54th Annual Windjammers Race went strictly according to the textbook:



moderate and overcast in the morning, up to 30 knots of wind and good surfing off Año Nuevo and Davenport, and then a huge parking lot at the finish. Held on Friday, September 1, the 67-mile sprint down the coast attracted 74 boats, 21 of whom opted for the increasingly popular motor allowance division.

"What a beautiful sail!" enthused overall winner Bob Garvie, who skippered his latest *Bullseye*, a Bruce Nelson designed 39-footer, in her West Coast racing debut. The new boat proved fast upwind, beating all but Jim Ryley's SC 70 *Mirage* to the corner at Mile Rock, and then simply devastating when the kites went up. With Kimo Worthington and Dee Smith on either side of the tiller during

LATITUDE/ROB



LATITUDE/ROB; INSET: LATITUDE/RICHARD

Jammin' to Santa Cruz in the high teens aboard the SC 70 'Mirage'. Inset: Overall Windjammer winner 'Bullseye', Bob Garvie's new CM 1200.

the heavy running, the new boat repeatedly hit speeds up to 19 knots.

While Garvie and his mostly pro team were giggling their way down to the finish line off the Santa Cruz Municipal Pier, other boats had their hands full. Blown kites and round-ups were a dime a dozen, with the occasional round-down here and there. The two Big Macs, *Phoenix* and *Black Jack*, were particularly hard hit: "We rounded down at 18 or 19 knots, blew up our .9 poly spinnaker and bent a bunch of stanchions," reported *Blackjack* player John Arndt. "We were unable to put a kite up again after

that."

But almost as fast as the fun (or terror, depending on your point of view) began, it ended. Not surprisingly, *Mirage* got to Santa Cruz first, only to sit for about an hour waiting for a faint easterly to fill in. *Mirage* finally finished at 6:10 p.m., completing the course in 8 hours, 10 minutes — well off *Merlin's* 1983 record time of 6 hours, 59 minutes. *Bullseye* pulled in a scant 38 minutes later, claiming overall corrected time honors by nine minutes over Randy Parker's SC 50 *Chasch Mer*.

After the ten biggest boats finished, the 'iron genoa' division boats began showing up (most had wisely saved at least part of their 20 mile motoring allowance for the pre-

dictably light air finish). The rest of the fleet trickled in beginning around 10 p.m., with the smaller boats not finishing until well after midnight. Of the smaller boats, Jack Gordon's Moore 24 *Seldom Seen*, did particularly well. "Go out during the day, in at night, and don't crash!" was Gordon's winning formula.

DIV. I (-54-78) — 1) *Bullseye*, CM 1200, Bob Garvie; 2) *Chasch Mer*, SC 50, Randy Parker; 3) *Rollercoaster*, SC 50, Ken Burnap & John Fraser; 4) *Octavia*, SC 50, Stewart Kett; 5) *Ingrid*, SC 52, Robert Mann; 6) *Dolphin Dance*, SC 50, Dave Salows; 7) *Mirage*, SC 70, Jim Ryley; 8) *Blackjack*, MacGregor 65, John Townsend; 9) *Phoenix*, MacGregor 65, David Crowe; 10) *Allure*, SC 50, Chuck Jacobson. (20 boats)

DIV. II (79-102) — 1) *My Rubber Ducky*, Hobie 33, Lee Garami; 2) *Tsirir*, Olson 29, Dan Nitake; 3) *Rascal*, Wilderness 30SX, Pat Brown; 4) *WYSIWYG*, Olson 30, Don Martin; 5) *Tease*, Hobie 33, Tony Carr. (10 boats)

DIV. III (103-159) — 1) *Seldom Seen*, Moore 24, Jack Gordon; 2) *War Stories*, Moore 24, Royce Fletcher; 3) *Moonchild*, Olson 25, Tim Kelbert; 4) *Yellow Belly*, SC 27, Paul Vromen. (8 boats)

DIV. IV (160-above) — 1) *Mariner*, Newport 30, Bruce Darby. (2 boats)

DIV. V (ULDB 40) — 1) *Absolute 88*, Wylie 37, Keith MacBeth; 2) *Camelot*, SC 40, Jerry Stratton; 3) *Red Hawk*, SC 40, Lou Pambianco. (7 boats)

MOTOR ALLOWANCE — 1) *Chorus*, Kettenburg 38, Peter English; 2) *Cricket*, Cal 43, Pat & Lynn Appley; 3) *Eastern Star*, Brewer 42, Lou Zevanove; 4) *Gypsy Warrior*, Freya 39, Rick Gio; 5) *Leda*, Lapworth 36, David James; 6) *Hai Fin*, Ericson 38, Ludwig Harlander; 7) *Williwaw*, Cal 30-3, Vic Martin; 8) *Sea Cloud*, Catalina 30, Pete Leadbetter. (21 boats)

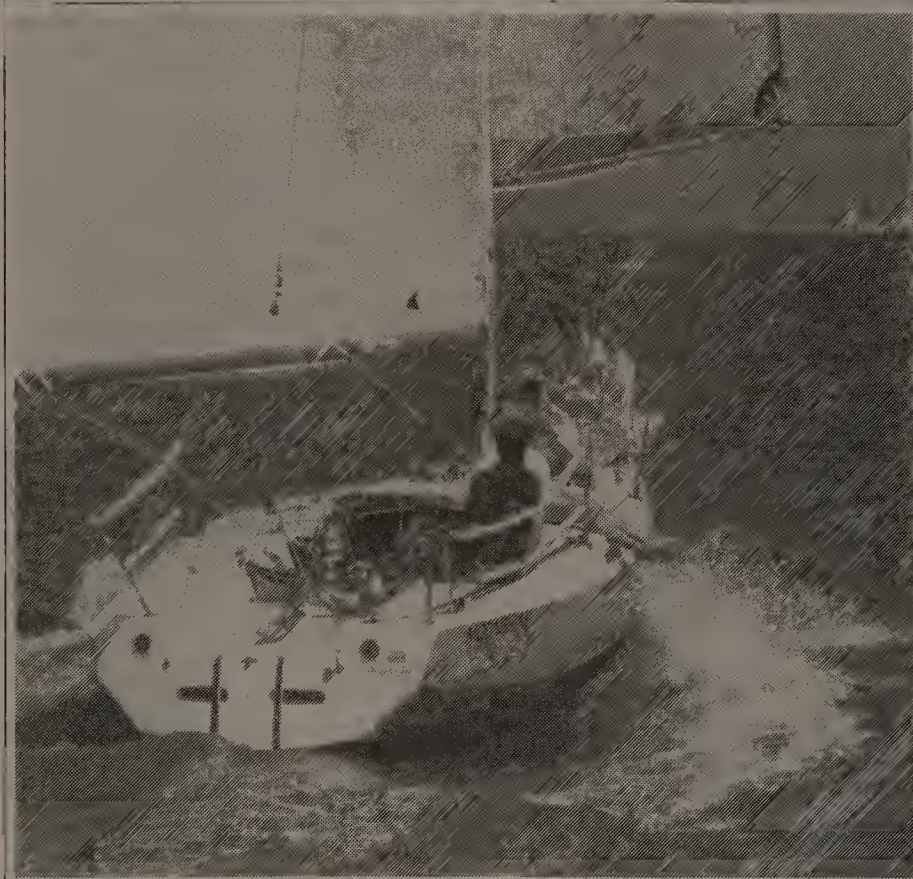
DOUBLEHANDED — 1) *Chelonia*, Yankee 30, Ed Ruszel; 2) *Sea Witch*, Yankee 30-1, Bob Boyton; 3) *Halcyon*, Olson 911SE, Donald Stoneburner. (6 boats)

OVERALL — 1) *Bullseye*; 2) *Chasch Mer*; 3) *Rollercoaster*. (40 boats, Divisions 1-5 only)

Jazz Cup

Nice comeback! After last year's race committee meltdown, the seventh annual Jazz Cup had only one direction to go — straight up. Fortunately, that's exactly where it headed on Saturday, September 2, as a near-record fleet of 126 boats enjoyed an easy and colorful spinnaker parade from Treasure Island to Vallejo in fine weather. The only bummer — albeit a minor one — was finding out that the Benicia Jazz Festival has been permanently moved to Vallejo, depriving racers of the usual profusion of music afterwards.

Making good on their promise in the



August *Latitude* to break the Jazz Cup record was the crew of the Spruit 34 catamaran *Rocket 88*, which shredded the 24.8-mile course in a blistering time of 2 hours, 31 minutes. Owner Serge Pond, with crew Jay and Denise Crum, shaved 23 minutes off the F/27 *Triptych*'s record, which was set two years ago in substantially more breeze. According to Crum, "Except for a pretty massive ebb, conditions were perfect for a record run. It was actually really easy!" *Rocket 88* now owns three Bay elapsed time records: the Ditch Run, Silver Eagle and this

one. Serge and Jay now have their eyes on January's Three Bridge Fiasco.

Overall honors, however, went to Chris and Craig Paige's Islander 29 *Kuda Shuda*, which sported the loftiest PHRF rating in the fleet (249). This was the second time the Paiges have won the race overall ('93 was the other), which coupled with a second overall in '92 makes their '66 plastic classic the winningest Jazz Cupper ever. "Don't get the wrong idea about *Kuda Shuda* — it's an absolute brick upwind," laughs Craig. "But we enjoy the occasional downwind race, this

one in particular!" *Kuda Shuda* still holds the corrected time record of 1:42:04, which they set in 1993. This year, sailing with Gary Sadamori, Linda Beck, Bill Melbostad and Jan Brash, the Paiges finished 50 minutes off their previous milestone — but still 17 minutes ahead of the next boat on overall corrected time!

The actual Jazz Cup itself, an inter-club rivalry between hosts Benicia YC and South Beach YC, went to South Beach for the first time. With 25 South Beach entries (including three BAADS boats) to Benicia's 15 —



Jazzercise (clockwise from upper left): Division D winner 'Insufferable', unidentified dueling chutists; the doublehanded 'Illusion'; on board 'Redux'; the custom cat 'Beowulf V'; the recently returned SC 50 'Oaxaca'; and '94 Pacific Cup winner 'Moonshine'. All photos 'Latitude'/rs & rob.

roughly the same ratio as always — it was inevitable that South Beach would win someday. Mark Jensen's C&C 25 *Caution*, which came in eighth overall, was the boat that finally wrestled the trophy away from Benicia and into South Beach YC's trophy case.

"Thanks to everyone who sailed, and also to the tenants and harbormasters at Benicia Marina for accommodating all of us," said

race chairman Hav Staggs of SBYC. "As the race has grown, it's been increasingly challenging to get everything right — I have new-found respect for the Vallejo Race and Three Bridge Fiasco race committees."

DIV. A (multihulls) — 1) *Rocket 88*, Spruit 34 cat, Serge Pond/Jay Crum; 2) *Beowulf V*, custom cat, Susan & Alan O'Driscoll; 3) *Triptych*, F/27, Ken Kinoshita. (8 boats)

DIV. B (ULDB > 29 feet) — 1) *Bloom County*, Mancebo 31, Carl & Mark Ondry; 2) *Mischief*, Soverel 33, Bill Moore; 3) *Two Scoops*, Express 34, Tom Goodwin; 4) *Rookie*, Hobie 33, Chris Johnson; 5) *Oaxaca*, SC 50, Dick & Patti Cranor. (10 boats)

DIV. C (ULDB < 29 feet) — 1) *Kwazy*, Wabbit, Colin Moore; 2) *Moonshine*, Dog Patch 26, Erklens/Steinberg; 3) *Tulawemla*, Wabbit, Mark Harpainter; 4) *Mr. McGregor*, Kim Desenberg; 5) *Wanna B*, B-25, John Hartman; 6) *Chesapeake*, Merit 25, Jim Fair; 7) *Mr. Bill*, Wabbit, Bill Partridge. (16 boats)

DIV. D (0-138) — 1) *Insufferable*, N/M 30, Peter & K.D. Rookard; 2) *Illusion*, Cal 40, Sally Lindsay &

THE RACING

Stan Honey; 3) **Warwhoop**, Contessa 33, S. Nissen/ C. Hooper; 4) **Redux**, Olson 911S, Nick & James Barnhill; 5) **Mad Hatter**, Wylie 34, Rich Fisher/Peg Hickman; 6) **Rum Tum Tugger**, Hunter 35.5, Bob Campbell; 7) **Northern Light**, Santana 35, Rod Neathery; 8) **Cape Horn**, C&C 36 RC, Mario Sepulveda. (19 boats)

DIV. E (139-156) — 1) **Movin' On**, Jeanneau 9.2m, Bob Neal; 2) **Highlighter**, Islander 36, Bill Hackel; 3) **Obsession**, Hunter 35.5, Steve Gilliland; 4) **Kelika**, Hunter 33.5, Mike Weaver; 5) **Uno**, Wylie-Cat 30, Steve Wanner; 6) **Blue Lou**, Pearson 10m, Joel Davis; 7) **Kobayashi Maru**, Hunter 31, Doug Gooding. (17 boats)

DIV. F (157-179) — 1) **Esprit Victorieux**, Beneteau 305, Joseph Melino; 2) **Perpetual Motion**, Cal 31, Noble Brown; 3) **Sequake**, C&C 29, John Marshall; 4) **Peregrine**, Yankee 30, Mike Hockin; 5) **My Way**, Newport 30 Mk. II, Tony Fraga; 6) **Chocolate Ship**, Bucaneer 295, Bob Halem; 7) **Flow Backwards**, Cal 9.2, Dan Wolf. (16 boats)

DIV. G (180-192) — 1) **War Pig**, Kaufman Quarter Ton, Michael Egan; 2) **Bravada**, Cal 29, Steve Bales; 3) **Red Fox**, Ranger 29, Mary Lindsay; 4) **Grenadier**, Contessa 32, Paul Osborn; 5) **Dancing Bear**, Catalina 30, Ray Hall; 6) **Missy B**, Catalina 30, Carl Ballard; 7) **Misty Sue**, Coronado 32, Bill Hardesty. (17 boats)

DIV. H (193-250) — 1) **Kuda Shuda**, Islander 29, Chris & Craig Page; 2) **London Calling**, Santana 22, Caroline Ross; 3) **Perezoso**, Excalibur 26, Laurie



Cute sailing couple of the month: Chris and Craig Page, two-time winners of the Jazz Cup.

Davis; 4) **Latin Lass**, Catalina 27, Bill Chapman; 5) **Faraway**, O'Day 27, Jim Mueller; 6) **White Satin**, Catalina 27, Steve Rienhart; 7) **Caution**, C&C 25, Mark Jensen. (23 boats)

OVERALL — 1) **Kuda Shuda**; 2) **London Calling**; 3) **Perezoso**. (126 boats)

Midwinters Menu

Back in the exotic East, the sailing season is all but over. With the end of summer on

September 23, people from Maine on down are starting in on the ritual of pulling their boats out of the water, erecting covers to keep out the snow and rain, and stocking up on lots of reading material for the long cold season ahead.

If you know any of these people, why don't you call them up in mock surprise and go, "I just read that you guys don't sail year 'round! No wonder you lost the America's Cup back in '83! We just thought we'd give you a call to rest our brains from trying to pick which midwinter series we're going to race in. You know, with 15 to choose from, we just can't decide. Geez, maybe we'll even have to do two or three of them. . ."

Not everyone will appreciate this brand of western humor. May their pipes burst before the onslaught of a blue norther, or whatever they call 'em. The other danger is that the joke may be on you if they show up on your doorstep in a week, seabag in hand. But that's the chance you take with comedy.

Seriously, when you do get around to deciding which of the following series you're going to race in, you'll need an entry form and other information. To get it, call the people listed here, or YRA at (415) 771-9500. Next month, we'll move these dates into *Calendar*, so if your club's midwinters isn't included yet, be sure to drop us a note.

Berkeley YC — Chowder Races: 10/28, 11/25, 12/30, 1/27, 2/24, 3/30. Paul Kamen, (510) 540-7968.

Berkeley/Metropolitan YC — Midwinters: 11/11-12, 12/9-10, 1/13-14, 2/10-11. Bobbi Tosse, (510) 939-9885.

Corinthian YC — Midwinters: 1/20-21, 2/17-18. Rob Moore, 383-8200, ext. 109.

Encinal YC — Jack Frost Series: 11/18, 12/16, 1/20, 2/17, 3/16. EYC, (510) 522-3272.

Golden Gate YC — Seaweed Soup Perpetual: 11/4, 12/2, 1/6, 2/3, 3/2 (make-up). Nancy Wesley, 288-3903.

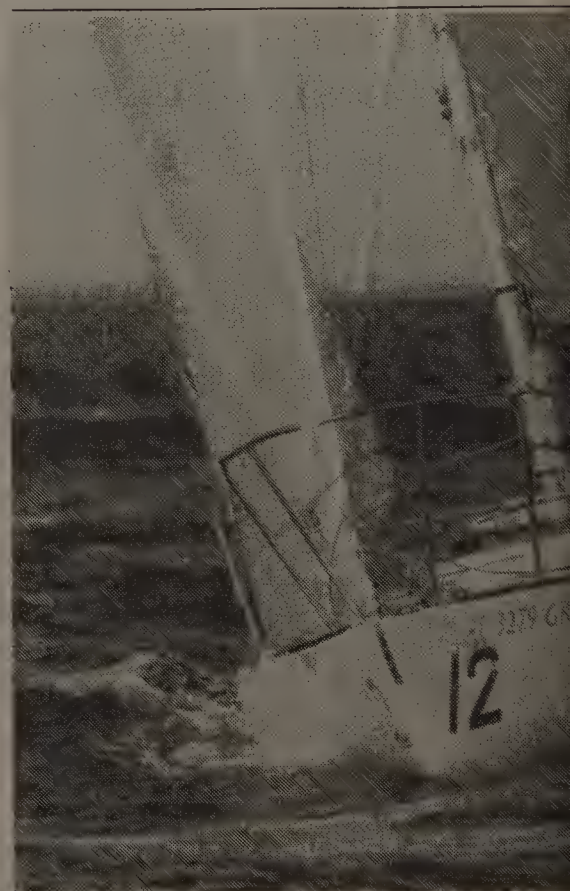
Lake Merritt SC — Edna Robinson Memorial Midwinters (dinghies only): 12/9 and others TBA. John Hege, (510) 832-4261.

Oakland YC — Brunch Series: 1/12, 1/21, 2/4, 2/25, 3/10. April Storrs, (510) 638-3931.

Richmond YC — Small Boat Midwinters: 12/2, 1/6, 2/3, 3/2. Kim Desenberg, (510) 523-8330.

Santa Cruz YC — Midwinters: 11/18, 12/16, 1/20, 2/17, 3/16. Eric Malmberg, (408) 688-0282.

Sausalito Cruising Club — Midwinters: 10/21, 11/18, 1/20, 2/17, 3/16.



Gordon Douglas, 332-0717.

Sausalito YC — Midwinters: 11/5, 12/3, 1/7, 2/4, 3/3. Mark Daniels, 331-3010.

San Francisco YC — Fall Series: 11/18-19, 12/16-17. John Scarborough, 781-8535.

Sequoia YC — Midwinter Pursuit Races: Every Sunday from October 15 to April 17. Randy Hough, 365-6383.

South Bay YRA — Winter Series: 11/18, 12/9, 1/20, 2/10, 3/16. Mike Dixon, (510) 635-5878.

South Beach YC — 'IAOTIO': Pursuit races every Saturday beginning 10/7. SBYC, 495-2295.

Brut Cup, Round IV

The Brut New York Cup, the fourth event in the Brut by Fabergé Sailing Series, may well prove to be a pivotal point in the history of professional match racing. Not since the advent of the World Match Race Conference has the world of professional match race sailing taken such a Great Leap Forward. Finally, grand prix sailors have a possibility of earning some serious prize money as direct compensation for their performance on the water. But it wasn't until the final round, with Floridian Ed Baird pitted against Dutchman Roy Heiner, that skeptics suddenly realized that, with one Brut win apiece (Heiner in San Francisco and Baird in France), either had a very real shot at the largest cash prize in sailing history: \$250,000. A win here and one in the final Brut event in Bermuda would give either of them the biggest paycheck in sailing history.

Besides the Grade 1 match race ranking



ONNE VAN DER WAHL

Purdy women: Tiburon's Melissa Purdy and her Cubette buddies took third overall in the Rolex Women's Keelboat Champs. See 'Race Notes'.

points, it took only a tenth that amount available in prize money to lure sixteen of the world's top skippers to the Knickerbocker YC in Port Washington, New York, to compete in eight equally-matched J/105s. The reason for the long odds for success in the Brut Series is not only the high quality of sailing talent, but the rigorous format by which race organizers pit the competitors against one another.

The group of sixteen is divided in half, with equally high and low-ranked skippers in each group. A single round robin is conducted over two days within each group, with the top half advancing to the quarter final round. Here the first place round robin finisher from one group is paired with the fourth place skipper from the other group, the second against third, and so on. Each pair plays in a best-of-five series, with winners advancing to a best-of-five semifinal round and losers playing in a one-race consolation round. The winners of the semis advance to the finals, also best-of-five, while losers do a best-of-three petit-final to determine third and fourth place.

Through all these hoops marched Baird and Heiner. Baird started by defeating Thierry Pepponet of France, winner of the Vauxhall Royal Lymington Cup in June, in three matches, while Heiner beat Virgin Islander Peter Holmberg 3-1 in some very spirited sparring. Defending world match race champion Bertrand Pacé, the only

undefeated player in the round robin, then tried to stop Heiner from advancing to the finals, taking him to the final match and just losing on the final leg. Meanwhile Baird was also taken to five by Australian Peter Gilmour, finishing two matches in their round overlapped. While the \$8,000 first place prize was nothing to be ignored, clearly the stage was set on the final blustery day for who would go on to Bermuda for a shot at the Big Money.

The day was perfect for a showdown: rain squalls, breeze peaking at over 25 knots, and a nasty short chop building in the usually placid surroundings of Long Island's Manhasset Bay. The weather did not deter an armada of spectator boats from crowding the race area, including the beautifully-restored 135-foot 1926 Trumpy Mariner, which acted as an opulent platform for ESPN's cameras and the VIP observers, who were entertained by Chris Law's running commentary.

After getting fairly equal starts but unable to control the favored left side of the course, it seemed Heiner was always in trouble on the beats, and usually a few lengths behind at the weather marks. But to the amazement of all, he and his mixed Dutch and Kiwi crew



JOYCE ANDERSEN

Roy Heiner, one of the nicest guys on the pro circuit, now has a shot at the biggest purse ever offered in sailing — \$250,000.

managed to come from behind by sailing dead downwind, winging out the asymmetrical kite, with devastating effectiveness.

Toward the downwind finishes, Baird and his team seemed helpless at trying to sail hotter angles with more speed, and lost the last two matches and the Brut Cup by a mere pulpit-length.

It will be very interesting to see how the mild-mannered Dutchman handles the pressure in Bermuda. He'll be one of the eight seeded players who'll meet one of those who've qualified from a field of sixteen. The more traditional IODs used in the event will be quite different than the J/105s he's excelled in thus far.

Gary Jobson will host a half-hour ESPN presentation on the Brut New York Cup, to be aired on Sunday, October 29, at 2 p.m. PST, and re-aired at noon on November 1. In case you're wondering how the TV public is taking to these events, Jobson claims 2.4 million people have tuned in to the previous three Brut Cups.

— dobbs davis

1) Roy Heiner (NED); 2) Ed Baird (USA); 3) Peter Gilmour (AUS); 4) Bertrand Pacé (FRA); 5) Russell



LATITUDE/ROB

Justine 'The Queen' Faulkenburg — it took a woman to do a man's job!

Coutts (NZL); 6) Chris Law (GBR); 7) Peter Holmberg (ISV); 8) Thierry Pepponet (FRA); 9) David Delenbaugh (USA); 10) (tie) Steve Benjamin (USA) and Girard Coleman (USA); 12) (tie) Jim Brady (USA) and JJ Isler (USA); 14) (tie) John Cutler (CAN) and Andy Beadsworth (GBR); 16) John Koliou (USA).

Ironman Challenge

Buried in the *Calendar* the last two months was an item announcing the so-

THE RACING

called 'Latitude Labor Day Weekend Ironman Challenge'. In a nutshell, the idea was to race the Windjammer's Race on Friday, the Jazz Cup on Saturday, and the NOOD Regatta on Sunday — and prove it with pictures. In return, we offered to send any and all Ironmen a shirt and promised to run their mug shots in *Race Sheet*. We expected half a dozen, maybe ten, of you hardcore racing studs to rise to the occasion. We were even cooking up a 'handicapping system' based on the weekend's race results to determine who would be the King of the Ironmen.

To the shame of men everywhere, not even one guy took the Ironman bait — but a woman did! Justine Faulkenburg, a 26-year-old marine science student from Alameda, completed all three races, becoming the first and only Labor Day Weekend Ironman — or, in this case, Ironwoman. Her rides for the weekend were *Blitz*, an Express 37, in the Windjammers; the Express 27 *Jaded Lover* (ex-*Locomotion*) in the Jazz Cup; and she was drafted off the docks by *Dragonsong*, an Olson 30, for the NOOD. (That frightening picture of the latter boat in *Sightings* was taken the day before, and may have had something to do with why they needed crew.)

"Actually, the sailing part was pretty easy," confessed Justine, who normally races with Jim Fair on the Merit 25 *Chesapeake*. "The logistics were the hard part, but were made easier because our core group stuck together through the first two boats. I almost didn't go on Sunday, but then I decided my homework could wait! Sailing on *Dragonsong* turned out to be delightful — nice, fun people who brought good food and designer beer. It was a starving student's dream!"

Latitude salutes Justine for completing the Labor Day Challenge, not to mention putting all you guy racers to shame! We'll give you a chance to redeem yourselves soon — next month, we'll announce the details of the upcoming, and sure to be bizarre, 'Midwinter Maniac Challenge'.

Knarr IKCs

Craig McCabe, a 48-year-old Belvedere attorney, scored one of the bigger upsets in Knarr annals when he walked away with overall honors in the 27th International Knarr Championship on September 1-9. Hosted by the Corinthian YC, the six-race, round-robin series alternates yearly between the U.S., Denmark and Norway. This year's event pitted seven Danes and six Norwegians against the best 12 Knarr skippers on the Bay.

McCabe, with two of his regular *Red Witch* crew (Toby Pontin and Rich Deveux)

and tactician Bill Lawhorn, a J/35 sailor from Laguna Beach, 'pounded' the fleet. Their combined crew weight was rumored to be several hundred pounds more than anyone else, and accordingly they went uphill like a freight train in the moderately windy series (there is currently no class weight limit).

Craig also sailed flawlessly, opening the series with a pair of bullets on the Olympic Circle. For the third Circle race and the subsequent three Cityfront contests, it was just a matter of sailing clean and protecting his lead. Ringer Hank Easom was brought in to 'close' the series, relieving Lawhorn in the fifth race. McCabe watched the sixth race from the spectator boat, having already mathematically wrapped up his first IKCs with a 1,1,4,1,3,(DNS) tally.

"The stars must have been in alignment — everything just fell in place!" laughed McCabe, a self-described Knarr newcomer (he's only had his boat 14 years) and former Stanford Sailing Team captain. "We got clean air starts every time, picked a few amazing laylines and had some other nice breaks. Both our tacticians are in their mid-60s, so I guess you could say we had wisdom on our side, too!"

Jens Petersen, who runs the Diamond Sails loft (recently purchased by North) in Copenhagen, scored a bullet in the third race, but was never in the overall hunt. '92

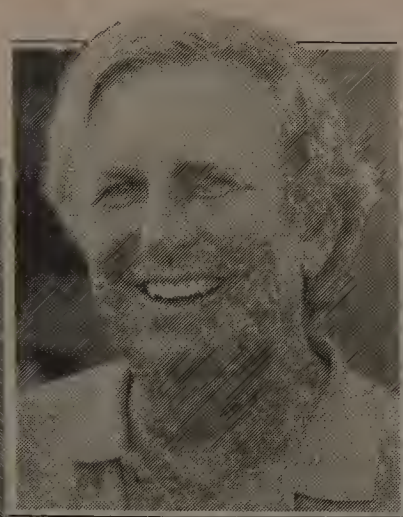
Knarrly action at the Corinthian YC-hosted IKCs. Inset: Charles McCabe stunned the 25-boat fleet with his first major class victory.

IKC winner and pre-regatta favorite Chris Perkins grabbed the last two bullets in a late charge for the title. Sailing with an excellent crew that saw Jeff Madrigali and Russ Silvestri alternate as tacticians, Perkins compiled a (14),8,2,2,1,1 record, good enough for second overall. Third went to Troels Bjerg of Denmark, a younger sailor who previously won the IKCs in '89 and '90.

McCabe's victory was only the fourth time an American has won the IKCs: other winners besides Perkins were Larry Drew ('80) and Dewey Hines ('74). "The U.S. did really well across the board this year," commented Perkins. "Our level of sailing is catching up to the Danes, who have historically dominated the series."

The social aspect of the Knarr Championship was every bit as impressive as the aggressive, but clean, racing. All the foreign guests were housed by local Knarr sailors, and there were elegant parties almost every evening rotating between the Corinthian, San Francisco and St. Francis yacht clubs, and private homes. The entire Knarr fleet, even those who didn't qualify to race in the IKCs, participated in the week-long international lovefest.





LATITUDE/ROB; INSET: JOYCE ANDERSEN

outside TYC, the two fleets rounded Southamptton, Red Rock, the Brothers, the Sisters and finished back in front of the club. The combination of long reaching legs, flat water and wind in the 15-to-20-knot range proved to be ideal — and the most popular feature of the event.

There were plenty of other highlights — a shoreboat to ferry those anchoring out for post-race activities to and from the club, a killer shish-kabob dinner (with separate prices for adults and kids — finally!) and special awards to insure that every skipper went home with something. The latter categories included 'Best Broach', 'Youngest Crewmember' (Simmons' 12-year-old son Bryan) and the ubiquitous 'Tail-End Charlie'. Sponsorship support showed itself in prizes such as a Headsail Regatta Wear pullover, a dinner certificate from Gate Five Restaurant and coasters from Teak Deck Systems.

Organizers were particularly pleased that one hoped-for attraction of the format came to pass: several owners used the low-stress event as their first-ever racing competition. At the other end of the spectrum, Birney Girod's division-winning Baltic 43 *WHYDAH* used the regatta as a tune-up for the Big Boat Series the following week. All in all, the shindig came as close to 'something for everybody' as is attainable in an imperfect world — especially for a first-time event.

(Well, at least the everybodys who own contemporary heavy-displacement boats such as Swans, Baltics, Nordics and their ilk. The more 'traditional' Hans Christian-type of teak-deckers already have several yearly events that cater just to them.)

All of which means that the Teak Deck Regatta is definitely on the map, and will return next year — likely bigger and better now that the word's out.

DIV. I (Spinnaker) — 1) *WHYDAH*, Baltic 43, Birney Girod; 2) *Mistress*, Swan 53, Tom Mitchell; 3) *Nuit Venteuse*, Baltic 51, Tim Mahoney. (6 boats)

DIV. II (non-spinnaker) — 1) *Mahaj*, Swan 38, Hugo Bogren; 2) *Truant*, Swan 38, Laurie Lowe (doublehanded entry). (4 boats)

Best Broach — *Balaena*, Swan 431, Edward Penn.

Tail End Charlie — *Wenlemir*, Swan 47, Wen Lin.

1995 Jester Worlds

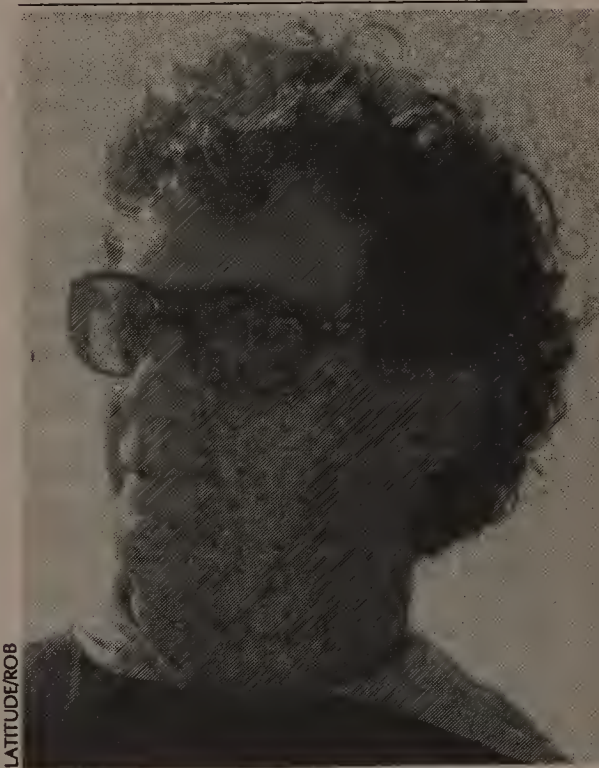
What do you do when you've got a week-end break between sailing a Santa Cruz 70 down the coast in the Windjammers Race and buoy racing the same sled in the Big Boat Series? Well, if you're Jack Halterman (and arguably, most of us aren't), you make the one hour pilgrimage south to Pebble

Beach — on winding toll roads which at times mysteriously degenerate into golf cart paths — for the 21st Annual Jester Worlds Classic at Stillwater Cove.

Graciously hosted by the posh Pebble Beach Club, 20 entrants cast their fates to the wind on September 10 in the 7-race, no-throwout marathon. Light and periodically shifty winds, loose kelp and the hydro-dynamically-challenged design of the Jester itself (a 'displacement dinghy') made for an interesting and entertaining afternoon of sailing.

Pointwise, it wasn't until the seventh and final race that Halterman, a scant three-quarters of a point ahead of Canadian expatriot Chris Watts, solidified his bid for a record-breaking seventh Worlds title. Heretofore, Jack had shared the distinction of six championships with globe-trotting upstart Morgan Larson, who was busy performing public service (a condition of his parole) and couldn't attend.

After a second row start in the final race, Halterman, sailing for the Mike Evans Syndicate, found himself on the weather hip of Watts. Several other competitors were immediately to leeward, leaving Halterman



LATITUDE/ROB

"Jacko, he's a good boy. . . " From dinghies to sleds, Jack Halterman can do it all.

few options for clearing his air. Good fortune was smiling on Jack, however, for as the fleet made its way to the heavily favored right side of the course, Chris unwittingly picked up kelp on his daggerboard, and began sagging helplessly to leeward. Seizing the

- 1) Craig McCabe, Belvedere, 18 points; 2) Chris Perkins, San Francisco, 20; 3) Troels Bjerg, Denmark, 43.4; 4) Larry Drew, Tiburon, 45.4; 5) Jim Skarr, San Rafael, 49.1; 6) Frank Berg, Denmark, 51.7; 7) Grant Settlemier, San Francisco, 54; 8) Mickey Waldear, Alameda, 60.4; 9) Jens Petersen, Denmark, 65; 10) George Rygg, Belvedere, 76; 11) Terry Anderlini, Redwood City, 79. (25 boats)

Teak Deck Regatta

"We only got fourth, but it was a ton of fun. We're already looking forward to next year!" exhorted Baltic 39 owner Scooter Simmons of the First Annual Teak Deck Invitational Regatta. Held September 9 in the picturesque waters off Tiburon YC, the race drew 10 boats and some 75 similarly enthusiastic sailors to an event tailored to fill a very special niche.

The event was the brainchild of Paul Kaplan and Mark Rudiger. The former runs Nautor Swan in San Francisco, while the latter founded Rudiger's New Life Sails in Sausalito three years ago. Both heard the same lament from clients — there was no family-oriented 'fun racing' venue just for contemporary, heavy-displacement boats.

So Kaplan and Rudiger created one: an event in which both spinnaker and non-spinnaker fleets would sail a 16-mile 'island tour' of the North Bay. From the start just

THE RACING

opportunity, Halterman sprinted ahead to take third in the race, securing the overall title. Watts meanwhile faded to sixth, taking a second for the day.

Shoreside, syndicate head and lutefisk magnate Evans was ecstatic. "Jacko, he's a good boy," Mike expounded exuberantly between cigar puffs. "Inna beginning, we had a few problems — but it always goes that way. So, we take a few meetings, we talk, we iron out the rough spots, if you follow my meaning."

The ever-humble Halterman shrugged in a way that only he can, and added, "So there you have it."

— mark gibbs

1) Jack Halterman, 15.75 points; 2) Chris Watts, 19.5; 3) Ian Klitza, 30.75; 4) Mark Golsh, 34.75; 5) Andre LaCour, 36.75; 6) Alan Wertanen, 46.75; 7) Dennis Bassano, 49; 8) Michael Egan, 62; 9) Mark Egan, 73; 10) Fred Molnar, 75. (20 boats)

Box Scores

"Brevity is the soul of wit. . . more matter, with less art." When Shakespeare penned those immortal words about four centuries ago in *Hamlet*, we doubt he had *Race Sheet Lite* in mind. Heck, sailboat racing hadn't even been invented back then.

But we've taken the Bard's advice to heart — and if brevity truly is the soul of wit, what follows is obviously the wittiest part of the magazine:

MONTARA MEMORIAL (BerkYC; Aug. 25; 32 miles):

FLEET 1 — 1) **Run Wild**, Olson 30, Albert Holt; 2) **WYSIWYG**, Olson 30, Don Martin; 3) **Dolphin Dance**, SC 50, Dave Sallows; 4) **Baffett**, Express 27, Forest Baskett; 5) **Gandy Dancer**, SC 40, Gary Hausler. (11 boats)

FLEET 2 — 1) **Espresso**, Express 37, Steve Saperstein. (2 boats)

FLEET 3 — 1) **Miramar**, Frers 41, Robbins Family. (3 boats)

FLEET 4 — 1) **Dance Away**, Santana 35, Doug Storkovich. (3 boats)

FLEET 5 — 1) **Tutto Benne**, Ranger 23 (tall rig), Mike Warren. (2 boats)

SHS — 1) **Erin**, Antrim 30, Dan Buhler; 2) **Cheyenne**, Wylie 34, James Fryer. (6 boats)

CRUZ — 1) **Rooster Cogburn**, Ericson 36, Tim Leathers. (1 boat)

45TH LABOR DAY REGATTA (Tomaes Bay; Santa Rosa Sailing Club; September 2-3):

CENTERBOARD — 1) Dan Ouellet, JY 15; 2) Tom & Ginny Dost, Lido 14; 3) Tony Johnson, Byte. (8 boats)

LASER — 1) Mark Sange. (3 boats)

KEEL — 1) Dennis Derickson, Wilderness 21; 2) Jim Draeger, San Juan 21; 3) Rich Stebbing & Charlie Dotti, Catalina 22. (8 boats)

PELICAN — 1) Howard Mackey; 2) Kit Stycket &

Hank Jotz; 3) Greg Goodman; 4) Karen Juncker & Bob Jones; 5) Peter & Doreen Minkwitz. (14 boats) (5 races; 1 throwout)

TOUR DU LAC (Lake Almanor; Butte SC; Sept. 3):

1) Bob Hepler, Nacra 6.0; 2) Larry Wells, Nacra 5.8; Wade Hough; Raven; 4) Richard Silvera, Prindle 18; 5) Mike Peavy, Nacra 5.8; 6) Mike Heath, Wylie Wabbit; 7) Brad Seaberg, Thistle; 8) Mark Forwalter, Nacra 5.5; 9) Willis Kroepelin, Holder 20; 10) Marty Lendl, Holder 20. (36 boats; 20 miles)

505 PCCs (Santa Cruz YC; Sept. 8-10; 5 races):

1) Pete Melvin/Mike Martin, 3.75 points; 2) Howie Hamlin/Mike Jankowski, 23; 3) Bruce Edwards/Dave Shelton, 25; 4) Mike Holt/Brad Cole, 31; 5) Jeff Miller/Bruce Heckman, 38; 6) Mike Punnett/Don Smith, 39; 7) Tom Poore/Stuart Park, 40; 8) Philip Craig/Wayne Brox, 45; 9) Jim Wondolleck/Jay Kunc, 52; 10) Danny Thompson/Ulli Koblenz, 54. (24 boats)

HDA Race #8 (Encinal YC; Sept. 9; 10.5 miles):

HDA F (multihull) — 1) **Rakusu**, F-24, Russell Long; 2) **Indigo**, Dragon Fly, Mike Taylor; 3) **Wingit**, F-27, Ray Wells. (6 boats)

HDA G (0-84) — 1) **Jobe**, J/44, Jim Archer; 2) **China Cloud**, J-40, Leigh Brite; 3) **X-Dream**, X-119, Steen Moller. (7 boats)

HDA H (87-114) — 1) **Surefire**, Frers 36, Carter Bros.; 2) **Petard**, Farr 36, Keith Buck. (5 boats)

HDA J (117-138) — 1) **Blue Max**, Dehler 34, Jim & Diana Freeland; 2) **Insufferable**, N/M 30, Peter & K.D. Rookard; 3) **Ixxis**, Olson 911S, Ed Durbin. (10 boats)

HDA K (141-162) — 1) **It's Jazz**, Ranger 33, Ben

25, Jim Fair. (8 boats)

HDA M (189-above) — 1) **Hippo**, BS 24, Mark Wommack; 2) **Latin Lass**, Catalina 27, Bill Chapman. (4 boats)

JIM ONG (Richmond YC; Sept. 9-10; 6 races):

CAL 20 — 1) **Tension II**, John Nooteboom, 5 points; 2) **Sea Saw**, David Green, 9; 3) **Puff**, Jerry Leth, 15 points. (10 boats)

CAL 2-27 — 1) **Alliance**, Mark Foster/Whit Conley, 6.25 points; 2) **Temptation**, Rollye Wiskerson. (6 boats)

CAL 29 — 1) **20/20**, Phil Gardner, 5 points; 2) **Serendipity**, Tom Bruce. (4 boats)

SOUTH BAY YRA #6 (Oyster Point YC; Sept. 16):

DIV. A (big spinnaker) — 1) **Sundancer**, Hunter 34, Bob Carlen; 2) **Fat Bob**, Catalina 38, Bob Lugliani. (5 boats)

DIV. B (big non-spinnaker) — 1) **Helbeau**, Catalina 34, John Sandstrom; 2) **Dolphin**, Cal 2-30, Robert Young. (5 boats)

DIV. C (little spinnaker) — 1) **Hard Tack**, J/24, Charles Allen; 2) **Tight Squeeze**, C&C 29, Wayne Yacoots. (6 boats)

DIV. D (little non-spinnaker) — 1) **Leeward**, Catalina 30, Jim Balestra. (2 boats)

DOUBLEHANDED SERIES (Santa Cruz YC; 3 races):

1) **Summertime**, Bassano/Golsch, Moore 24 prototype, 4.75 points; 2) **Great Pumpkin**, Moore 24,

COURTESY USI



Mewes; 2) **Esprit Victorieux**, Beneteau First 305, Joseph Melino; 3) **Credit**, Farallone Clipper, Bill Belmont. (6 boats)

HDA L (165-186) — 1) **Summertime Dream**, Neanderthal 26, Spoope's Foundation; 2) **Current Asset**, Islander 30 Mk. II, John Bowen; 3) **Chesapeake**, Merit

Ultimate 20 — plane fun! Orders are apparently picking up for these spunky little rocketships.

Jim Maloney, Moore 24, 7.75; 3) **Kangaroo Court**, Moore 24, Easter/Carrick, 18; 4) **Moonchild**, Olson 25, Tim Kelbert, 19; 5) **Nobody's Girl**, Moore 24, Syd

Moore, 22; 6) **War Stories**, Moore 24, Royce Fletcher, 23; 7) **Mercedes**, Moore 24, Joel Verutti, 26.75; 8) **Tsirir**, Olson 29, Randy Lakos, 27; 9) **Hanalei Express**, SC 27, Whittall/Schuyler, 30; 10) **Bullet**, Olson 30, Mike Gross. (23 boats)

JESTER TOLA SLIDE (Sept. 24; approx. 5 miles):

1) Andre LaCour; 2) Fred Molnar; 3) Bruce Edwards; 4) Biff Watts; 5) Joe Francis; 6) Gary Tracey; 7) Tim McTighe; 8) Ian Klitz; 9) Bobbo Larson; 10) Alan Wirtanen. (19 boats)

Top Junior — Adam Brahy-Viguers (2 boats)

Top Woman — Janey Larson (3 boats)

JOAN STORER (TibYC; September 23-24; 4 races):

1) **Surfeit**, Melgi, Alison Dimick/Suzette Smith & Syd Moore, 5.25 points; 2) **Priss**, Melgi, Lori Rudiger/Michele Logan, 12; 3) **Frenzy**, Moore 24, Susie Woodrum/Joan McCammon, 14.75; 4) **Sunshine**, Moore 24, Alice Martin, 15; 5) **Outta Sight**, Laser 28, Judy Driscoll, 17. (9 boats)

FALL CITIBANK CUP (Pier 39, Sept. 23-24; 10 races):

1) **Blitzkreig**, Jeff Madrigali, 17.75 points (\$4,000); 2) **Kodak**, Kimo Worthington, 40.75 (\$3,000); 3) **Pier 23**, Stefan Winberg, 44 (\$2,000); 4) **Flying Pig**, Ken Kieding, 46.75 (\$1,000); 5) **Dollar Rent-a-Car**, Tim Wells, 50.25; 6) **Citibank**, Howie Shiebler, 50.75; 7) **Rosebud**, Seadon Wijzen, 53; 8) **Ronstan**, Alistair Murray, 59; 9) **Loka Rehab**, Gutta Johansson, 62.75; 10) **SportsChannel**, John Sweeney, 75; 11) **Johnson Controls**, Tom Dinkel, 77; 12) **Dillthlum**, Chris Perkins, 90; 13) **Mach:II**, Chris Kostanecki, 91. (13 boats)

Race Notes

The gauntlet is thrown: Bragging rights for America's top sailing city will be at stake in the newly announced **1996 Sail City Challenge**. The new event consists of 15 fleet races in identical boats (to be determined) on February 14-23 in Key Biscayne, Florida, in conjunction with the Miami Sailboat Show. Twelve waterfront cities have been invited, with firm entries to date supposedly received from Annapolis (Scott Allan), Buffalo (Jody Swanson), Chicago (Harry and Hans Melges), Galveston, Miami (Mike Toppa), Newport (Ken Read), Seattle and San Francisco (**John Kostecki**).

Professionals and/or amateurs are welcome, with the winning metropolis earning the right to host Challenge II. All team members must have lived within 75-miles of the city for at least two years, and each team must include at least two males and two females. **Dave Dellenbaugh** will serve as race chairman for this fun-sounding event. Details are still coming into focus; call Jock West at (800) 264-3290 if you can't wait a

month to read the rest of the story. How about it, California?

Pac Cup filling up fast: At presstime, four more boats have paid up for next summer's **West Marine Pacific Cup**: Marty Grealish's *Wilderness 30 Nightmare*, Mike Prosser's *Esprit 37 Raindrop*, Jonathan Livingston's *Wylie 39 Punk Dolphin* and Martin Brauns' *Hylas 42 Springbok*. According to race official Jim Quanci, several Moore 24s are about to sign up, leading to speculation about a possible one design class for that group. Call Jim or his wife Mary Lovely at (415) 441-4461 for more info.

Meanwhile, the **SSS TransPac** isn't exactly breaking any box office records yet, but singlehanded sailors are notorious for not signing up until the last minute. According to SSS Commodore Shama Kota, next summer's race now has "about 12 semi-official entries," many of whom haven't told their employers yet and therefore request anonymity. **Bruce Schwab**, head rigger at Svendsen's, is the latest paid entry — he'll be racing his gorgeously restored 30 Square Meter *Rumbleseat*, a fast but wet ride.

Continuing education: The excellent monthly **SSS TransPac Seminars** crank up again at the Oakland YC on October 11, at 7:30 p.m. or so. The first subject will be "An Overview of Preparations for Short-handed Ocean Racing," with speakers including Paul Miller, Mark Rudiger, **Steve Taft** (who just took a new job at Bay Ship and Yacht Company, a Pt. Richmond boatyard) and several others. These seminars, which continue on the second Wednesday of each month, are free and open to all sailors.

Here and there: Robin Gales of Truckee, who recently came in tenth in the Snipe Nationals, won the inaugural **Lake Tahoe Laser Fleet Championship** on Stampede Reservoir on September 9. Runner-up in the 11-boat fleet was Greg Felich, followed by Jim Granger. . . . Greg Dorland came in 5th out of 24 boats in the inaugural **European Melges 24 Championships** at Lake Garda, Italy. Giorgio Zuccoli, an Italian Ullman Sails rep, won the Glenfiddich-sponsored regatta overall. "The sailing and the scenery on Lake Garda rivals Tahoe," claimed Greg, "and their food is a whole lot better!". . . Dorland also reports that *Zenda Express*, the prototype **Melges 30**, is now in Europe. The first three production Melges 30s — which are inexplicably actually 32 feet — are coming out of the mold imminently, with one expected on the Bay by mid-November. . . Rui Luis' Estuary-based Cal 9.2 *Beluga* won the slow **Runga Kutta Race** to Half Moon Bay on Sept. 16, beating 9 other entries.

Santa Cruz news: Jeff Canepa reports that

Ultimate Sailing International (USI) has now sold **38 Ultimate 20s**, enough that the first class nationals will be held in St. Petersburg, Florida, on November 2-4. More orders are starting to roll in, and USI is ramping up their operation to meet the increased demand. European production of the Ultimate 20, which was selected as *Sailing World's* '95 Sportboat of the Year, will begin in Italy in January. Meanwhile, the all-new **Ultimate 27** will begin construction at Santa Cruz Yachts this February, with an anticipated spring delivery to a Lake Tahoe owner. "It's basically like the 20 in concept," explained Canepa. "It'll have the retractable keel and articulating bowsprit, but also have enough interior amenities to get you through the weekend."

Odds and ends: San Diegans **Mark Reynolds** and crew Hal Haenel won the windy Star Worlds in Laredo, Spain, over 76 boats, nipping runner-up Torben Grael (Brazil) by just three points. Reynolds and Haenel won the Star Olympic gold medal in '92, and hope to repeat in '96 — if Paul Cayard or John Kostecki doesn't ace them in the Trials. . . Olivier Vatinet, one of 39 skippers in the ongoing **Mini TransAt**, is missing and presumed dead. The Frenchman's boat was found drifting off Madeira with no sign of her skipper. . . Greg Fisher, an Ohio-based North Sails dealer, won the inaugural **Johnson 18 Nationals** on White Bear Lake, Minn., on September 8-10. Twenty-three boats competed in the light air series.

Hurricane Betsy: Defending champion **Betsy Alison** and her Rhode Island all-stars won an amazing fourth **Rolux International Women's Keelboat Championship** in Newport, RI, in mid-September. Sailing in her home waters, Alison ravaged the talented 38-boat fleet with a 1,3,4,1,2,4,(DNS) record. This was the sixth running of the event, again hosted by Ida Lewis YC and sailed in J/24s. The lopsided results makes us wonder all over again if Alison, also a four-time Rolex Yachswoman of the Year, could have made the difference in Bill Koch's almost-all-women America's Cup campaign? Cory Sertl of Rochester, NY, finished second, with third going to Tiburon's **Melissa Purdy**, sailing with fellow A³ vets Merritt Carey, Linda Lindquist, Joan Touchette and two U.S. Sailing Team members, Kris Stookey and Louise van Voorhis. **Vicki Sodaro**, also of Tiburon, finished eighth for the second time in a row.

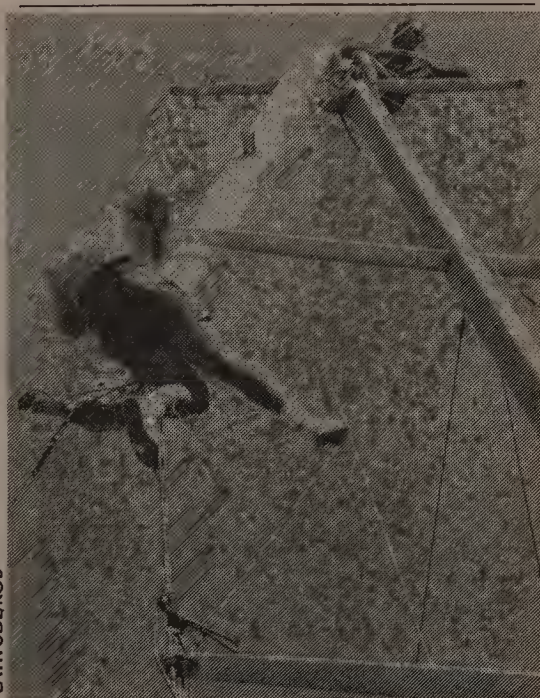
The **Latitude curse** strikes again: The boat that graced our August cover, Jeff Chandler's SC 52 **Pressure Cooker**, lost her carbon fiber Omohundru rig just 100 miles shy of her homeport of Oceanside in mid-September. Jon Shampain reports that

THE RACING SHEET

it was a lousy way to end a great summer, one which included the TransPac and a leisurely return home via Vancouver and the San Juan Islands. "The stemball fitting on the starboard upper blew up while we were running in 20 knots of wind. Like the two boats in the TransPac, it was a part that failed, not the actual carbon fiber tube." *Pressure Cooker* should be up and running again in time for January's Mazatlan Race.

More bad breaks: John William's Whitbread 30 *Sticky Fingers* broke her second mast this summer, this time just half a mile from finishing the Montara Memorial Race. *Fingers* was running under her asymmetrical masthead kite in 18 knots of breeze when the rig crumpled at the bottom spreader for no apparent reason. . . The B-25 *Bloodvessel* also shed its rig last month, while sailing upwind in a Sausalito YC Tuesday night beer can race. . . *High Risk* and *Holua* dismasted before and during the Boat Series, also rather mysteriously. It was a good month for some riggers — at least those that are still in business!

And a good break: Despite *Sticky Fingers*' setback last month, owner John Williams was all smiles: "**Mount Gay Rum** just signed a



LATITUDE/ROB

'Holua' humor: You know you're in trouble when you hear your bowman say, "Lower me down to the masthead!" Have you checked your rig lately?

ten-year contract to sponsor and develop the smaller Whitbread classes," he explained. "The Whitbread 30 'box' rule will be the basis for similar water-ballasted boats of 25, 35 and 40-foot waterlines. From now on, all

these boats will be called Mount Gay 25s, Mount Gay 30s and so on." Williams also announced that Santa Cruz Yachts is now the new builder of the Simon Rogers-designed Whitbread 30, henceforth known as the Mount Gay 30 (or just 'Gay 30' for short?). Hopefully, these positive developments will translate to some boat orders.

Non-stop entertainment: There's still time to rush down to the St. Francis YC and catch the tail-end of the **IYRU Nations Cup**, an international amateur match racing championship in brand new J/24s between 13 countries in the Open Grand Final and 8 in the Women's Grand Final. Local hero **Morgan Larson**, winner of the Prince of Wales Trophy, will represent the U.S. in the Open racing (along with Seadon Wijsen, Brandon Paine and Eric Arndt), while Betsy Alison earned the U.S. berth in the women's racing based on her recent win at the Keelboat Regatta. Alison, however, declined the invitation, so **Cory Sertl** (with Melissa Purdy, Merritt Carey and Courtenay Becker-Dey) got the nod. Details on the both the Nations Cup and the excellent Fall Citibank Cup at Pier 39 — **Jeff Madrigali** walked away with a cool \$4,000! — next month.

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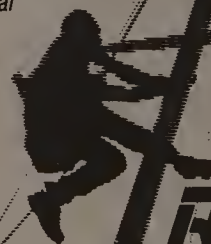
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CHANGES

With reports this month on fun in **Mexico**, notably the amusing **International Crab Drags** at Isla Monserrat; the latest news from 'Intuition' in **Panama**; a report on the **Over the Top (of Australia) Rally**; running the bulls in **Terceira**, an island in the Azores; a medical emergency in the **Sea of Cortez** with a happy ending; the trials and tribulations of 'Vixen'; an update from the well-travelled 'Murmur'; from the **Caribbean to the South Pacific** aboard 'Rubaiyat'; and the usual 'cruise notes' at the end.

Quark — Farallon 29 Dave Sheldon Fun In The Sun (Marin County)

It only takes a small boat to catch a large fish. If you need proof, just check out the sailfish in the accompanying photo. I caught it this summer in Mexico from the 'fighting chair' in my 9'6" inflatable. It was my first sailfish — and to be honest, I wasn't really sure I wanted to land it. If the fish hadn't quickly tired, I might have been the one in trouble.

Another fun thing I did in Mexico last summer was be a doubles finalist with Steve

trouble spotting Quark's memento; the boat's name is spelled out in tennis balls hanging from a tree.

After a bit of summer fun, I left Quark on the hard in Puerto Escondido so I could come back to Sausalito to pick up my R.V. and spend the rest of the summer and fall tooling around the States. The previous summer I'd left Quark on the hard in Puerto Vallarta while I joined a relative for a cruise from Panama to Cuba. I'll be at Latitude's Mexico Only Crew List Party at the Encinal YC in Alameda on the 4th if anyone is interested in discussing cruising in Mexico, Cuba or leaving their boats on the hard in foreign countries. While I'm there, I wouldn't have any objection to speaking with ladies who might be interested in cruising to Z-town this Christmas with an experienced sailor.

Finally, here's some news that's going to surprise a lot of my friends — because it surprised me. After a career of selling sailboats and poo-pooing multihulls, I've come around to appreciate the benefits of the modern catamaran. I plan to purchase one next year for cruising the East Coast of the United States.

— dave 9/15/95

The Crab Drag Races Terry, Joyce, And Friends Isla Monserrat (Sea of Cortez)

As the daily temperatures were hovering in the 90s, we thought that this year's Crab Drags would attract a small gathering. But when we pulled into the anchorage at Isla Monserrat on August 6, two days before the official start, we were surprised to find 15 boats already at anchor — and more on the horizon. Before it was all over, 40 boats had participated in the 8th Annual International Crab Drags, from 22-ft Vela to the 70-ft Shearwater. Kia Ora, a 58-ft tri, was the largest multihull.

Everyone got into the spirit of things the first evening while congregating on the beautiful white sand beach. People met one another while chowing down on great snacks. It was then that newcomers were told about the two kinds of crabs they'd be needing for the next three days of festivities and competition: hermit crabs and ghost



crabs. The infamous ghost crabs are those speedy little buggers with the big claws — that can draw blood as quickly as they can run. They're used exclusively for racing.

Hermit crabs are used for racing also, but have to be gathered early because they race in full costume. Yes, the Hermit Crab Decorating Contest has been and remains a major event. In fact, Pat and Dan of *This Side Up*, a 50-ft trimaran, wasted no time getting their hermit crab decoration efforts underway. Defending champions of the '94 and '93 Drags, this is mighty serious business. In fact, no one was permitted near their vessel for fear their crab's secret costume would be revealed prior to the actual contest.

Soon the volunteers had signed up for the many and varied committees, and everyone got busy doing what they do best — having fun. Besides the Crab Racing, there would be a Fish Cooking contest on the second evening, and a Dessert Contest the final evening. You can't cook fish unless you have fish, which meant there was a fishing competition. As usual, Terry of *Galadriel* fed



Hoisting a big sailfish that he'd landed in his small dinghy, Dave Sheldon proves there are still some good catches left in the Sea of Cortez.

Cocker of *Stevadore II* in the annual La Paz tennis tournament. Anybody who visits the cruisers' shrine in San Juanico will have no



BOTH PHOTOS JOYCE CLINTON



costumed crab from prying eyes. When it was time for the event, Dan proudly displayed his entrant: Evil Crab-Evil. With flight goggles, a red cape and a parachute, Evil Crab-Evil showed no fear! With assistance from Pat, they placed him in a huge slingshot, and fired the daringly-attired hermit crab high over the crowd. We all stood in awe at this wondrous display of crab courage. But Dan's jaw nearly dropped to the sand when he realized that Evil's chute suffered a streamer and didn't deploy. The crowd was stunned into silence. Needless to say, the late Evil Crab-Evil did not win this year's contest.

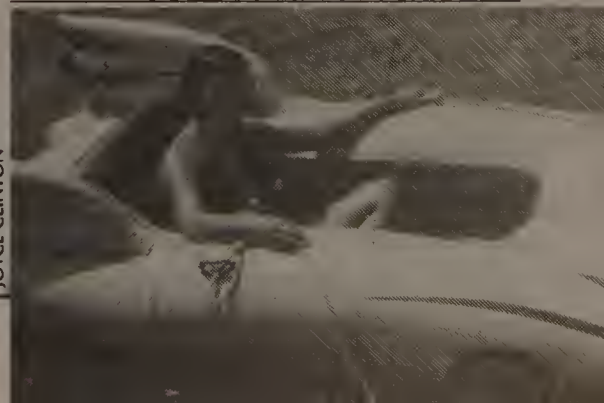
But that's the way it was at the 8th International Crab Drags, some were winners and some were losers.

The Ghost Crab Races were not quite as dramatic, but nonetheless just as intense. Long into the starry night, crab after crab was eliminated. With the crowd getting restless, the Finals began. Pat, of *This Side Up*, entered Hot Flash, whispering sweet somethings to her crab at the starting line. Alongside came Don of *Iolante* with his entry, Mr. Bill. Pat and Don each grabbed a 'goosing feather', and the race was on with the crowd screaming for blood. Then the unbelievable happened: Hot Flash ran off the track and into the night! Mr. Bill won the grand prize by default!

The crowd settled down for the prize-giving, the items of which were generously donated by local cruisers and the best restaurant in Loreto, El Nido's. The grand prize for ghost crabs went to Don of *Iolante*. He won an oil painting of his boat by our local artist, Peete of *Vela*. The Hermit Crab Race was won by Corth and Addie of *Adiko*. The Crab Costume went to Joyce of *Galadriel*. Fish Cookoff honors were hooked by Hazel of *Shearwater*. The Dessert Prize was captured by Carol of *Vagrant Lady*.

The participants in this year's International Crab Drag Races were: *Irish Mist* — Jim/Gayle, *Galadriel* — Joyce/Terry,

Pat of 'This Side Up' motored around the Crab Drags in her 'Pink Cadillac' — causing a severe outbreak of dinghy envy.



JOYCE CLINTON

The Crab Drags revert otherwise intelligent folks back to their juvenile stage. Here contestants use 'Mexican ticklers' to coax their crabs.

the entire group, catching a 65-pound amberjack and a 30-pound dog snapper.

The food contests turned out to be a wonderful surprise because gourmet cooks came out of the closet to try for the great prizes. We had over 15 delicious fish dishes to choose from. Tasty examples included Grilled Thai Fish Steaks with Peanut Sauce; Sesame Seed Fish Fillets; Mandarin/Almond Snapper; and Baked Wahoo Delight in White Cream Sauce. Yum!

The *dy-no-mite* desserts were exactly that: Orgasmic Chocolate Cheesecake, Kahlua Banana Raisin Cake, Calla Lilies, Triple Fudge Brownie Cake, Sugaropila, and so forth. All the calories were removed before being served, of course, so everybody could eat guilt-free.

The Crab Drags had a little more excitement than usual this year, as hurricane Floosie decided to head in our general direction. Although she turned west about 200 miles south of Cabo, she did send 20

knot winds and three foot waves into the normally placid anchorage. This caused about 17 boats to remember they "just had to go back to check the mail in Puerto Escondido", so it was only the hardy crab racers who were around at the finish. Actually, the waves generated by the far distant hurricane made beach arrivals the highlight of the evening, as everyone watched to see who would make the most spectacular landing. That prize went to Gayle on *Irish Mist*, who denied everything. "I was just checking the bottom of the dink for barnacles," she later claimed.

The wild beach arrivals were actually an example of what cruising is all about — everyone helping one another! As the dinghies got near shore, many strong arms grabbed the boats and pulled them high up the beach almost before the passengers could get out. So the food was kept dry along with cameras, bodies — and crabs.

The last evening is always the most intense because it's the Drag Finals and because the Hermit Crab Decorating Contest is in full swing.

The *This Side Uppers* stayed on the outskirts of the crowd, protecting their fully

Chimera — Wally/Sandy, Shearwater — Hazel/Ken, Vagrant Lady — Greg/Carol, New Way to Fly — Andy/Kathy/Cathy, Just Imagine — Edwin/Ruby, White Squall — Jamie/Cathy, Southern Cross — Lorraine/Rob, Jad — Judith/Dennis, Kira Ora — Peter, Sierra Express — Craig/Lori, Tether — Ted/Hether, Magic Lady — Peter/Willy, Charisma — Vic, Nancy/Kile, Mariana — Anna/Ed, West Wind — Bob, Vela Bob/Peete, Autumn — Mike/Linda, Feebe — David/Sandy, Elaine — Clause/Gale, Iolante — Don/Lorraine, Awesome, Dick/April, Summerwind — Pat, This Side Up — Pat/Dan, Adido — Corth/Addie, Love — Blackie/Forrest, Transition — Frank, Wind Feather — Mike/Micky, Carefree — Jeff/Karen, Excaliber — Mark/Jenny, Zombie Wolf — Pablo/Shannon, Pinaped — John/Danielle, Sea Otter — Jim/Estrella/Vanessa/Andrea, Mariah II — Don/Liz, Maru — John, Kismet — Bill/Mike/Marcus, Cross Fire — Roy/Joann.

— terry & joyce 9/95

**Intuition — Freya 39
Ben Bendickson & Sharon
Isla Parida, Panama
(Bodega Bay)**

We've heard via the Coconut Express that Hans Regney and Judy Coulter of *Maluhia* are wondering where we are and how we're doing. Here's an update.

While anchored in Z-town in March, we were trying to make the decision of whether to sail south or west. The verdict was west — by way of south. We just had to spend a season in Costa Rica. After that we sailed here to Panama, and are once again faced with the hardest job onboard: deciding which way to go. All we know for sure is that we'll be headed west during the next window, which will be March of '96.

Prior to then, we plan on hauling out, as *Intuition* needs a bottom job. Tip to cruisers: bring a couple gallons of bottom paint with you. We'd careened our Freya at Bahia De Culebra, Costa Rica, where we raised the waterline another six inches.

We're presently at Isla Parida, Republic of Panama, where we're helping Dave and Sharon Simpson, formerly of *Nicola II*, celebrate Cabañas Parida's first anniversary. What a coincidence, because we're celebrating one year away from the dock. Now that the Simpsons have their simple little resort in paradise together, they've put their boat up for sale. Other cruising boats in the anchorage include: *Misty*, *Pacific Child*,

There You Are, and *Gone With The Wind*.

Some of my memorable moments cruising have been catching fish — which I love. Ben calls me the 'Fishing Queen' — and he brings me buckets of water to clean the fish with. I'm also getting good at baking bread on the stove in a pressure cooker, and knowing where the wind is coming from when told to 'Bring 'er up!

Ben wishes he could surf more, but I'm thankful for having a stern anchor at the surf spots we've been to. Keeps us from rolling in the swell.

Intuition is a fine vessel that's always taken great care of us. I've always felt safe. I haven't always been happy, but most of the time I've been very happy. I love this cruising life!

So, Hans and Judy keep a sharp eye on the horizon next April, because we're on our way to join you! We've been working at it since 1990 when we met you at Loch Lomond in San Rafael. This cruising life is much slower that we imagined — but a lot



Spread; Janet and 'Halcyon' at Guyundah Creek, Australia. Inset; Ben Bendickson and Sharon Montgomery of 'Intuition' in Mexico.

more fun! My address: Sharon Montgomery, c/o Marjorie Konrad, 518 Caber Drive, Santa Rosa, CA, 95409. (707) 539-5308

— sharon 8/25/95

**Halcyon — Garden Porpoise 47
Jeff & Janet Van Klompenburg
Over The Top Of Oz
(Mill Valley)**

It's was over 18 months ago that we met the Wanderer and Wanderette in Tonga, at which time they asked us to stay in touch. Well, we finally have something that Bay Area yachting fans might find interesting, a report on Australia's 1995 Over the Top Rally.

We'd never considered entering a cruising rally before, preferring the independence of choosing our own course and schedule. But we changed our minds when we heard about the Over the Top Rally that is organized by the Gove YC. The rally, held for the 5th time this year, takes the fleet through 500 nautical



SPREAD COURTESY HALCYON; INSET COURTESY INTUITION

Nielsen S.A., which is a worldwide shipping corporation that services the mill. The Gove YC itself is a top-notch facility with hot showers, well-manicured lawns, a careening grid, and high quality bar and restaurant facilities. Best of all there is no membership fee for visiting yachts.

Because of the size of some anchorages and permit constraints, the Over The Top fleet is limited to 40 entrants. Boats had to be turned away this year, and there are already six signed up for next year. The 1995 fleet was composed of 26 Aussie and Kiwi boats, 11 Canadian or U.S. boats, and three European entrants. Morgan and Jane on *Trinity* were the other participants from the Bay Area.

The itinerary was relaxed, but nonetheless made steady progress toward Darwin. There were four lay days and eight sailing days, two of which involved overnight sails. And the sailing was just part of the attraction. We hunted, ate, danced and sang with Aborigines on Elcho Island. Their animal dances to the music of the didgeridoo were unforgettable. The sail through the Gugari Rip — a narrow passage which can produce up to nine knots of current — was exhilarating. The fishing along the way was fantastic, with plenty of tuna, mackerel and wahoo for the nightly BBQs.

We visited the park at Port Essington and were treated to a nature tour by the ranger. The next day we made the five-mile trip further into the bay to see the remains of a British settlement abandoned in 1849. The local aborigines treated us to a show of their local song and dance called a cowroboree.

We only had one minor complaint to the superbly organized but casually run event; that the communications boat often didn't respond, so we weren't always aware of events ashore. Despite this rather minor negative, we recommend the rally to boats

A couple of Aborigines at Elcho Island, Australia, educate Jeff on some of the finer points of playing the didgeridoo.



COURTESY HALCYON

heading west over the top of Australia. Anyone interested, can contact: Dave Lack, Manager, Gove YC, P.O. Box 935 Nhulunbuy, Northern Territory, Australia 0881 PH (089) 87 3077 Fax (089) 87 2111.

— jeff & janet 9/15

Jeff & Janet — Great to hear from you! Yours is the second report we've gotten on the Over The Top; the other was very positive also.

Calaveras — Cal 36
Tony & Roberta Heaney
Terceira, Azores
(Santa Cruz)

The island of Terceira — in the Central Azores Archipelago — has opened a small new marina at Praia Da Vitoria. The marina is in the northwest corner of a well-protected harbor and at the edge of the delightful and friendly little town.

On even-numbered years, Praia holds a huge festival with parades of village bands, rock concerts, paraglide meets, international rollerblade competition — and bull runs. The streets become crowded with most of the 8,000 inhabitants, and the thumping and twanging of instruments carries on until about 0400 — for a week! During the parades, the women hang their colorful homemade patchwork quilts from the windows of their homes, which overlook the narrow cobblestone streets filled with the slowly moving throngs.

The bull runs on Terceira evolved from a proud moment in the island's history. In July of 1581, the island defenders routed a superior Spanish force by stampeding wild cattle through their midst! But the bull runs are less dangerous than those in Pamplona — which killed two people this year.

Before a rocket is fired to signal the releasing of a bull, a 350-ft long nylon line is put around his neck and held by four men. The idea is to keep the bull from doing too much damage to life or property. It also

miles of Northern Australian waters, from Gove Harbor to Darwin. Starting in June, it's timed as a feeder for the popular Darwin to Ambon Race.

There are two primary attractions of the rally. First, the tides and currents over the 500-mile stretch can be extreme. The club arranges for a 'cruise master' to sail with the fleet and provide 'local knowledge'. Secondly, most of the areas of Arnhem Land are Aboriginal, and thus off limits to anyone without permits. The club obtained the necessary permits and further coordinated with Aboriginal clans to share cultural experiences as we travelled through.

This year the fee was \$150 Australian — about \$110 U.S. This included a BBQ, a farewell banquet, a champagne breakfast overlooking the starting line the morning of departure, and the permits mentioned above. The club also arranged a bus into town for provisioning, and pointed us in the direction of other interesting activities such as a tour of the bauxite mine and alumina mill in Nhulunbuy.

The major sponsor for the rally was Stolt-

CHANGES

helps get the bull back into the pen at the end of the event.

They do these bull runs a number of times, usually with four bulls. When the bulls are 'released', there's always a lot of running and hollering. There's never a shortage of nuts willing to run in front of the bulls and taunt them. Two yachties were gored already, and it goes on through the end of summer!

The bull runs move from village to village, so there's plenty of action every week. Praia has held three 'runs' so far, one on the beach near the marina, which gave us an unobstructed view from our dinghy. We quickly learned that water really doesn't slow down a charging bull!

One guy taunted the bull and then raced into the water thinking that was an easy escape. Even though the guy swam like crazy, the bull was able to keep running until his head went all the way under! Then he started swimming, hooking his horns up all the while. He finally tired and returned to the beach.

During a 'run' at Praia Da Vitoria, where they don't use a tethering line, there was a serious accident. They accidentally let a second untethered bull out of his pen. He and the other bull charged head-on at each other from the distance of about a block. They collided with a terrifying crash, sending both bulls to the cobblestone. One bull lay on his side with a slight leg tremor, while the other was able to struggle back to his feet. Then while women and children wept, the one bull began to gore the other.

The people of Terceira are friendly, and produce fresh vegetables, butter, cheese, distilled spirits, wine and liquors. They bake fantastic bread daily, and their chocolate croissants are as reasonably priced as they are delicious.

My wife Roberta and I — along with Rocky our dog — were adopted by a family of four, and given many treats and tours of the island. We will be leaving in a couple of days for mainland Europe in search of a place to winter. We hope to find something as wonderful as the Azores.

— tony & roberta 8/95

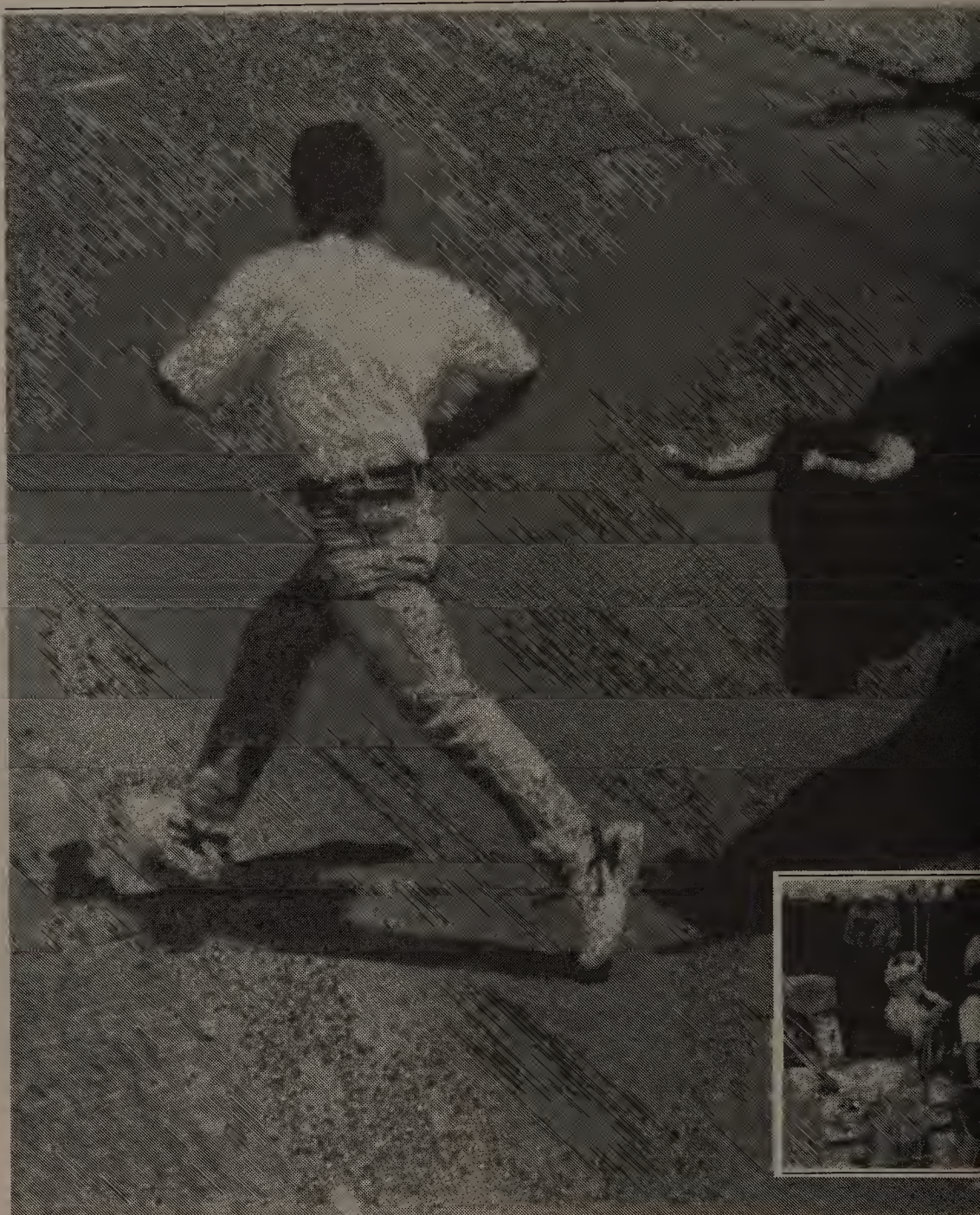
**Primrose Lane — Trawler
Donald & Nancy Rogers
Medical Emergency In Mexico
(Sacramento / Fortman Marina)**

My husband and I have been in the Sea of Cortez for 2½ years, cruising between La Paz and Bahia de los Angeles aboard our 40-ft trawler. We read your magazine every time

that we can find it, but I'd like to tell your readers about a good experience I had with the Loreto Port Captain, a Loreto doctor, and a Loreto ambulance service that came to my aid during a very serious medical emergency.

For the first time ever, I took a Keflex 250 mg. capsule one morning at 0800. By 0815 I was itching, swelling and having trouble breathing. So Don called on the VHF to see if there was a doctor in the Puerto Escondido Harbor. After a few seconds, the Loreto Port Captain 'came back', asked a couple of questions, and asked if we wanted an ambulance. We told him yes, we wanted an ambulance.

By the time Don got the boat to the dock to meet the ambulance, I was *really* sick. It took the ambulance doctor and nurse just 20 minutes to cover the 18 miles from Loreto to



Tony and Roberta Heaney, who brought the first sailboat into the new Praia Da Vitoria Marina, get the welcome treatment from civic officials.

Puerto Escondido. While we were waiting, a fellow cruiser came aboard and gave me an epinephrine injection — used for those who are allergic to bee stings. Even so, my breathing was still labored by the time the ambulance arrived.

I was immediately given an intravenous injection of, I believe, Decadron, which improved my condition rapidly. Dr. Morales spoke better English than we spoke Spanish, and stayed with me for nearly an hour. He told me that I should have injectable Decadron aboard at all times in case it happened again.

By the way, I have never had an allergic reaction to anything before, so this can happen to anyone at any time.

The swift reaction of the cruiser with the epinephrine and the quick reactions of the

PHOTOS COURTESY CALAVERAS



Loreto Port Captain saved my life. From time to time I read negative stuff about Mexican officials, so I want everybody to know that in my case they were *great*!

In addition, the cost of the doctor and ambulance service was very reasonable.

— nancy rogers 6/6/95

**Vixen — Hudson 50
Scott & June Squires
Southbound And Beyond
(San Francisco)**

At long last! We of the *Vixen* crew decided to tell you about the trials and tribulations we've experienced in our quest for paradise. The 'we' includes my wife June, 36, who retired from the UC Med Center at Davis; Lynsey Evans, 12, June's daughter and an active Calvert student and sailor; and myself, Scott, 46, retired Navy and disabled Vietnam vet. June and I were married aboard *Vixen* up the Delta in Freeport

exactly one year before I penned this letter on August 13.

I purchased *Vixen* — a 1975 Garden 51 type ketch — seven years ago and was well aware that she was only in so-so condition. But I wanted her very badly, as five years before I'd had to give up my previous *Vixen* and missed the sea very much. Besides, sailing is all I really know how to do — even though I'm still on the steep part of the learning curve.

After buying her in the Northwest, I'd sailed her down the coast with various members of the Squires clan, and having passed Cape Mendocino, had almost made it to San Francisco Bay. Then, during some heavy weather, I took a spill into the bilge and the Coast Guard had to Med-Evac me off. This was after all the systems on the boat had gone south without us and we were in quite a pickle. Fortunately for *Vixen* and me, I had chosen my crew well, and cousins Ward and Bob Squires, and nephew Gene Dirks managed to get the boat to Vallejo.

I was married to another at the time, and soon the marriage died and *Vixen* was sold. So I rode over the horizon on my Harley for a couple of years. Flash forward to 1993, and I have once again come into possession of the *Vixen*. I also met my future wife June and daughter on the day the boat became mine once again. Prior to that day I'd been a lost soul in a sea of confusion. Suddenly I had direction. I was supposed to marry this fine woman, take this excellent child out of public schools, sell everything we collectively owned, and go to sea.

Even though they'd never been to sea, June and Lynsey agreed with the plan and helped put it into action. We worked and worked and worked every spare day, every holiday, spare weekend. We had yard sales, gave our closest possessions to our closest friends, and tried to convince a lot of worried relatives that, "No, we haven't lost our minds even though we are planning a scary and exciting adventure".

We occasionally faltered, but never concurrently. And through all the troubles we held fast to our small but bright dream of going on an adventure. We've been weakened financially, but not totally. We've had plenty of gear break down, including the refrigeration, autopilot, inverter, GPS, a second inverter, and lots more. But we never lost sight of our goal and have persevered.

Slowly, very slowly, my fine female crew started to become a cohesive unit that

COURTESY VIXEN



Scott and Jane Squires, with her daughter Lynsey Evans. Despite obstacles, they're now in San Diego waiting for the start of the Ha-Ha.

required less of my constant advice and attention — not because I was smarter, but because I'd been fooling around with boats longer.

Finally the day came that we'd both been looking forward to and fearing for so long: the day we returned the leased car, cut the dock lines, and left Marina Village — thanks Allan — for the last time. The boat wasn't ready, so we headed up the Delta for 10 days to finish the various jobs. Besides, it was time to go. So we left.

Even on our trip up the Delta we had our trials; we got some bad fuel in Benicia. And on our way from Monterey to Morro Bay, the alternator took off on a little ride around the engine room, knocking out the electrical system. But we persevered once again.

Anyway, we made it to San Diego and are getting ready for a bottom job. On the way down we learned some lessons that other new cruisers might do well to heed: *Always Go Slow and Safety First*. We probably won't ever be first in any race, but we are very happy and we love our lifestyle. June and Lynsey both know how to get *Vixen* from Point A to Point B under either power or sail, and when we go places, hardly anything breaks on the way anymore. So we're in San Diego patiently waiting for the rest of the Class of '95 and for the Baja Ha-Ha to start.

By the way, we're on our way to Belize as the first part of an open-end cruise.

— scott 10/13/95

**Murmur — Liberty 458
Doug & Anne Murray
Boqueron, Puerto Rico
(San Carlos, CA)**

The answer to the 'cruiser's quiz' in the September *Changes* is the Pedro Miguel Boat Club, which is in the Panama Canal next to the Pedro Miguel Locks. The photo brought back fond memories. We left *Murmur* there from October of '92 until we

completed our transit in May of '93. *Murmur* was in the slip about a third from the right in your photo. The club is a very good place to leave a boat. The people — both locals and the resident cruisers — are great. A local by the name of Ramon took care of *Murmur* during our absence. When we returned, our boat was in better shape than when we left, as he'd done a great job on the varnish.

The recent note from Tony and Roberta on *Calaveras* was timely, as we caught up with them at the 41st Annual National Family Island Regatta in Georgetown, Exuma, this past April. They were one of several cruisers we saw again along the cruising route. Catching up with folks you've met before and renewing friendships is truly one of the joys of cruising.

Murmur is now in Boqueron, which is in the southwest corner of Puerto Rico, anchored snug in the local hurricane hole. There are two other California boats anchored next to her, *Skua*, a 48-ft trimaran from Palo Alto, and *Ebbtide*, and H-50 from Southern California. We're riding out the hurricane season at home in San Carlos and spoiling the grandchildren.

Members of the Mexico Class of '91, our plan is to attend the 'Crew List' Party at the Encinal YC. We'll be happy to answer any questions about cruising between San Francisco and Puerto Rico. But we can't wait to get back to our boat, as we look forward to the Virgin Islands and 'Down Island'. As Jimmy Buffett sings, *Christmas in the Caribbean* can't be beat!

A few months back, someone wrote in asking how people afford to go cruising. We had our own commercial water treatment company for many years, and because we had fine employees, in 1991 we were able to take six months off at a time to cruise. Although we later sold our company back to the franchiser, we've still been cruising six months a year and returning to our San Carlos home for the other six months. Actually, we usually leave our boat in about July, then return to her in November, so it's not quite half and half.

When we've returned home for the summers, we've left our boat at the following places: Puerto Vallarta, the Pedro Miguel Boat Club in Panama, the Rio Dulce River, Fort Lauderdale, and most recently, Puerto Rico. There haven't been any problems doing this. In previous years, we always left the boat in a marina, but she's currently anchored in the mangroves near Boqueron — and not far from the police station. Hurricane *Luis* passed at quite a distance, so

the top wind speed was only 55 knots.

While six months on, six months off works fine, I could stay on the boat all the time. I grew up living on boats in the Pacific Northwest and have always had one. Anne, on the other hand, really looks forward to coming back and spending time with the grandchildren. We've been married 37 years, so we learned to compromise a long time ago.

We had to chuckle when we read that *Big O* got clobbered sailing from the San Blas Islands to Colombia, and then tried to sail from Colombia to Aruba in the windy month of February. We had to motorsail from the San Blas to Cartagena in June because the wind was so light. And while the boats who tried to sail from Cartagena to Aruba got clobbered in June also, we had a fabulous 3½-day sail toward Honduras during which I didn't touch the sails once. It's true, however, that those leaving just before and just after us didn't have as good weather.

We've had excellent weather for the duration of our trip. The very worst was sailing from La Paz to Mazatlan, when we had 45 knots on the nose for 10 hours.

By the way, we just returned from a week-long cruise up the Inside Passage to Alaska. It was a pleasant change to be waited on and



Doug and Anne Murray of San Carlos — seen in the Bahamas — have been cruising 'Murmur' (inset) about six months a year since 1991.

not have to worry about our boat. But we ate too much.

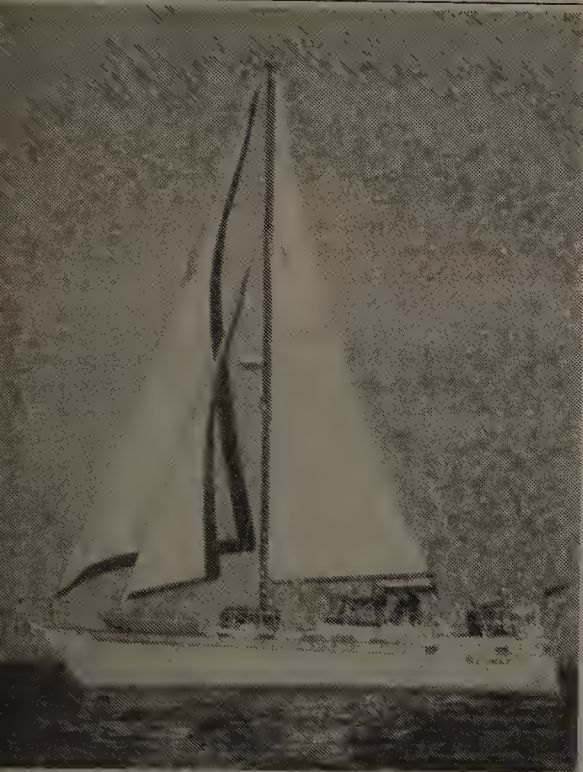
— doug & anne 8/12/95

Doug & Anne — That Pedro Miguel Boat Club — as well as the rest of Panama — is a great place. We've got a large article on the subject we hope to publish in the near future.

Call us staid traditionalists, but we like to spend Christmas here in the Bay Area where the weather is appropriately chilly and you can enjoy hot toddies in front of the fire with family and friends. Because if you've played your cards right, you can catch a plane to the Caribbean the next morning and have plenty of time to enjoy the great sailing and swimming in the tropics — and still be ready for the Wanderer's favorite night and party of the year: New Year's at a small Caribbean island where the partying is mellow, the evening breeze is warm, the stars are brilliant, and the fellow cruisers are an international mix.

Rubaiyat — Stevens 47
The Sherman Family
Caribbean to South Pacific
(Corte Madera)

We — Dave and Amy Sherman, with



PHOTOS COURTESY MURMUR

children Jessica (10) and Cody (7) — bought Rubaiyat, our Stevens 47, while on vacation in North Carolina. With almost no cruising experience, we took off down the 'Thorny Path' from Florida to the Virgin Islands, and then 'Down Island' through the Caribbean to Trinidad.

We arrived at Trinidad with a list of 60 repairs to be done — including replacing two water tanks which had begun to leak. Labor is cheap in Trinidad — we hired a boat worker for \$14/day — and it's a great place to have boat work done. The people were friendly and everything — except boat parts — was cheap. VCR movies, for example, were 32-cents and all-you-can-eat shrimp was \$5 at a restaurant.

We have since transited the Panama Canal and are now in Tahiti. We'd like to share some of the best spots and memorable events of the trip.

Margarita, Venezuela: While picking up the laundry, Amy found herself in the middle of a police chase and shoot-out. A local had ripped off a pregnant woman, and half the neighborhood — accompanied by plain-clothes cops with guns blazing — took off after the thief. It looked like the cops were going to commandeer Amy's dinghy to chase the culprit, who had swum out to a fishing boat. But it wasn't necessary, as the thief surrendered and swam back to shore. When

he got back to the beach, members of the crowd kicked and beat him while his mother waved bolivars in the air, attempting to buy off the crowd and the police before they hauled him away.

San Blas Islands, Panama: These islands are extremely beautiful and the native Kuna Indians most hospitable. Their society has been largely untouched by civilization, and the people live on coconuts and the small fish they catch. Their houses are rudimentary grass huts with small fire circles in the middle and perhaps a hammock for sleeping. Some have only two walls to protect against the relentless trades, but no additional shelter is required. The Kunas travel in crude dugout canoes that feature small lanteen sails made of rice sacks or any other cloth-like material they can find.

After the Pygmies, the Kunas are the shortest people in the world. We felt like giants when we walked through their villages. The women wear bright red face paint on their cheeks, large gold nose studs through the inside of their noses, and brightly colored 'mola' blouses. The vivid 'bracelets' around their arms and legs — from their ankles to their calves — are intended to keep them from getting fat!

Just a short distance to the south of the San Blas Islands are the mountain jungles of Panama. Impenetrable to man for much of the year, these jungles are inhabited by monkeys, parrots and even jaguars.

Whenever we visited one of the San Blas Islands, we'd visit the chief and give him a gift — as is the custom. In one case, our gift was a couple of ounces of coffee and a very small bottle of licorice liquor that the Kunas favor. You should have seen the chief's eyes light up! We were then invited to the traditional holiday the following afternoon, which celebrated the fact that one of the young girls had had her second menstrual period — and thus had become a 'woman'. Hey, any excuse for a party is okay by me!

On the day of the celebration, women were cooking and making alcoholic beverages from sugar cane inside the grass huts. Although it was only 0800, I gladly accepted an offer to try a coconut shell full of the local brew. I immediately regretted my decision, as it tasted like fermented garbage water. I nonetheless politely polished off my serving of the powerful stuff — and spent the next hour battling my body's desire to vomit. I was not helped by the fact that the two young 'barkeeps' both vomited in front of the

COURTESY RUBAIYAT



Many folks wonder if it's wise to take their children cruising with them. If Cody, 7, is any indication, all lobster-eating parents should.

large wooden vats — while we tried to converse in Spanish with the few Kuna words I'd learned.

Meanwhile, seven men in dark suits and seven women in brightly-colored Kuna costumes marched in and out of the hut, downing a coconut shell full of the mash each time. We later learned that the Kuna women had begun the fermentation process by spitting into the brew — a method by which they'd managed to spread tuberculosis! But the disease had been eradicated — or so we were told — by the time we'd arrived.

The Canal: During our Canal transit on February 21, we felt a mixture of anxiety and pleasure. The former because it was an exciting and dramatic thing to do, the latter because several boats had been crushed.

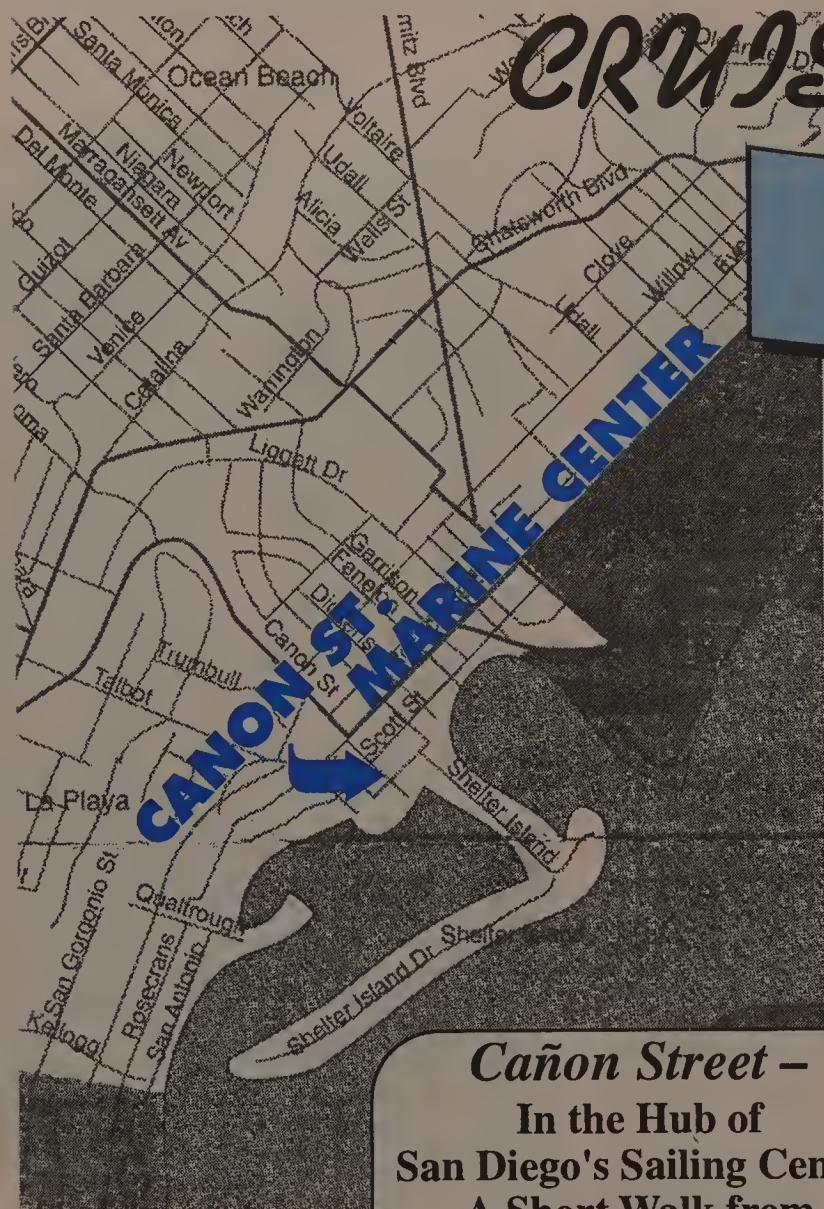
Since our transit would take two days, we had to anchor for the night on Lake Gatun. Members of our crew enjoyed a delightful freshwater swim while others kept a close lookout for crocodiles. We thought that the crocodile stories were a joke — until we saw one upon entering the first lock.

The Galapagos Islands: The animals at the Galapagos are well-known for not yet having learned to fear people, so we were

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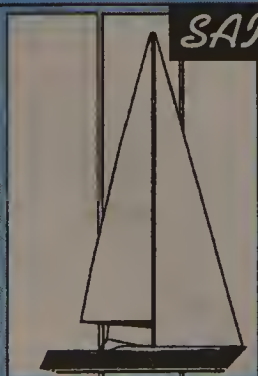


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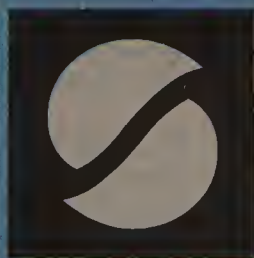
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CHANGES

able to walk and swim close to many species. Cody, our seven-year-old son, rode a tortoise — until it reared back and threw him in the mud. We later dinghied out to a small island, where sea lions immediately jumped into the water to play with us. We had a great time. When I dove down while spinning in circles, they imitated me. As we left the Galapagos, we were surrounded by a school of large bottlenose dolphins that jumped and squeaked beneath our bow. I was able to touch their backs as they came up for air.

The Crossing: On March 23, we left for the 2800-mile trip to the Marquesas. I had often read accounts of such passages in *Latitude*, and was always disappointed when people described their passages as "uneventful". I wanted to know what it had really been like out there. I'd describe our crossing as strenuous, tiring, and marked by a lack of sleep. But there were also some intense moments of extreme beauty. My biggest fear — being crammed together in a 40-foot space for three weeks with my wife and two kids — turned out not to be a problem.

Like most of the folks who made the same passage, we spent most of our crossing slatting in light wind. The sails would fill, then spill the wind as we rolled off a wave. When we rolled the other way, the sails suddenly would fill with a snap! — that sounded like the cracking of a whip. Some of the boats we spoke with lost standing rigging and about half of them had sails blown out in squalls.

Twelve days into the passage, we were running downwind with the pole out. It had been squally, and I groggily awoke to hear Amy yelling for me from the cockpit. I tore through the boat not knowing whether I was

Although Cody is only seven, he doesn't settle for just lobster. Here he's seen going after a grouper at Makemo in the Tuamotus.

going forward or aft, or even which side of the boat I was on. I made it to the cockpit to find that it was suddenly blowing 50 knots. Salt spray was flying through the air and the boat was totally out of control. Fearing damage at any second, I quickly rolled in the jib. When I went to unfurl the jib the next morning, I discovered that it was shredded and the pole had been bent. We were unable to get the sail down for repairs, and couldn't even cut the fraying away as it was 25 feet up the forestay.

On night 15 of our passage, we had perfect wind and were making good time with only the staysail up. Then just after dark a freak wave slapped against the stern quarter, sending 15 gallons of water straight into the air and then down the hatch — right on top of Amy who was sleeping in our bunk. Although Amy didn't take the drenching calmly or with humor, those of us on deck couldn't help but snicker.

Then at 2330, we noticed a 400-foot fishing ship about five miles away but on a collision course with us. I changed course, flipped on the radar and flood lights, and tried to contact him via the radio. There was no response. Continuing to come directly at us, the ship got within 40 yards, then chased us as we jibed back and forth trying to get out of her way! Eventually we got away, but Amy and I both felt shaky the rest of the night.

We later learned that the ship probably had several miles of buoyed long lines out across our intended path, and was trying to prevent us from becoming ensnared in them. Another boat behind us got tangled in one of the traps and almost sank before the skipper was able to dive down with a knife — in the middle of the night — to cut the boat free.

I also had to make a trip 55 feet up the mast in roly seas to free the mainsail which, after the main halyard had chafed through, had come part way down before jamming on a block. It was chill thrills going up the mast at sea. A couple of days later my daughter dropped her flashlight into the bilge while staring at the "strange brown water" that had appeared there. We discovered the bilge was full of diesel; the top seam of our tank had gone.

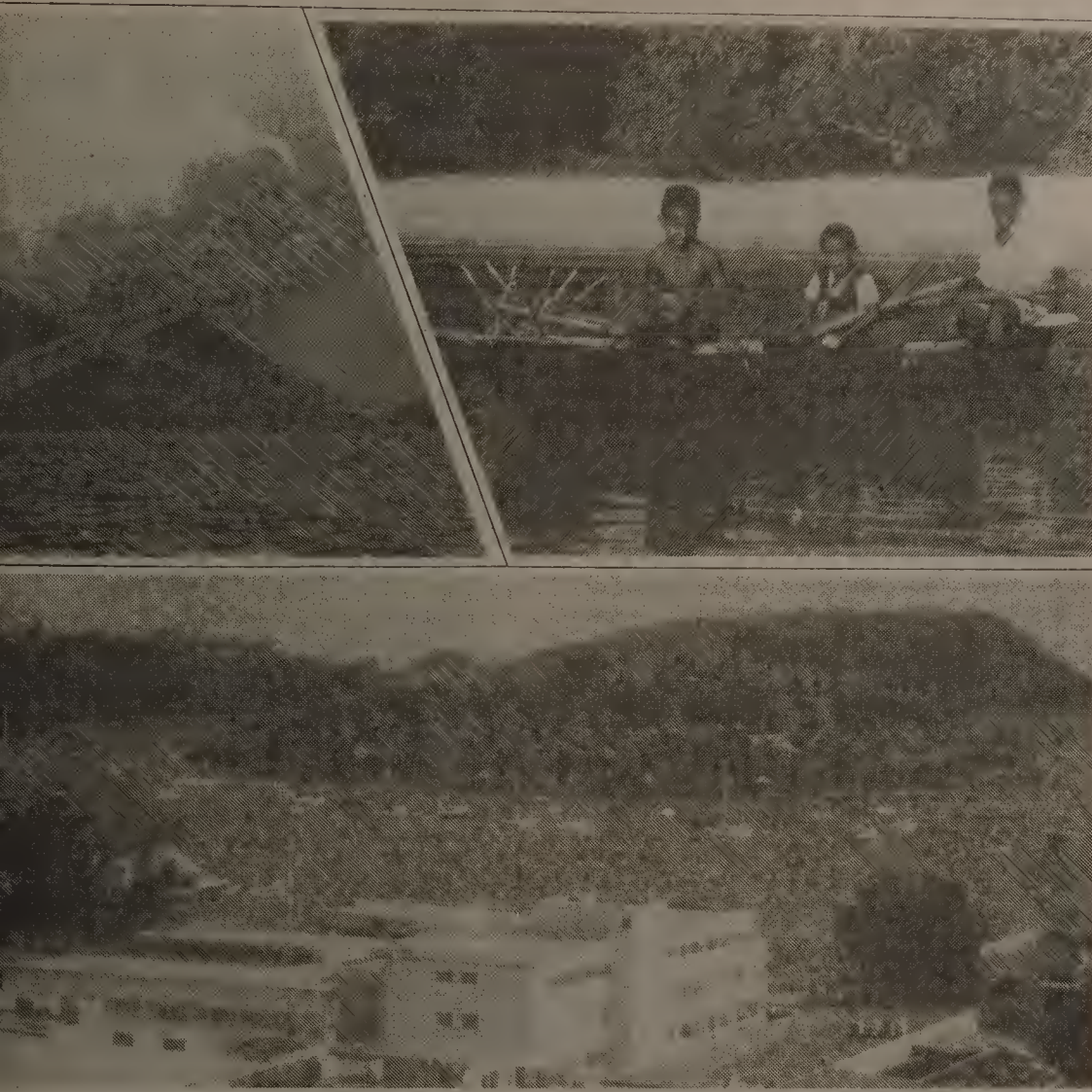
The Marquesas were absolutely gorgeous — but expensive. With a can of pork & beans costing \$8 at Hiva Oa, the best things turned out to be free. One day we walked up the road a little ways to a fresh water creek where we swam and did our laundry with the friendly local people. I later attended a traditional Polynesian feast at a church



where everyone was a local. They barbecued two cows in a huge underground cooking pit, served lots of cooked bananas and other local fruits, and danced and sang Marquesan songs.

Observations on the difference between the Caribbean and the South Pacific: The sailing is superior in the Caribbean, with steady tradewinds and only occasional blows. Most islands are only a daysail away, so you can leave one island in the early morning and be checked into a new country by mid-afternoon. Each of the Caribbean islands has a distinct character, depending on whether they are/were English, French, Dutch, poor or rich, dry and flat or mountainous and wet. And the Caribbean rum is not only cheap, it's very good. The downside of the Caribbean is that many of the people are bitter with their lot in life and thus not always friendly. Theft is also a problem on some islands.

In the South Pacific, on the other hand, the people are warm and friendly, and the islands are majestic, and the fishing is good. Unfortunately, the passages are long and there's often very little wind. As such, the passages can be hard on the crew and the boat. In addition, provisioning is difficult and expensive.



ALL PHOTOS BOB VAN BLARICOM

We rarely have photos of Vanuatu, Lowell & Bea North's favorite spot. But thanks to Bob van Blaricom, we're able to give you these peeks.

Weather forecasts aren't as accurate as in the Caribbean, either. Twice we had sustained winds of 40 knots and nasty conditions while the weatherman on the SSB was trying to convince us it was blowing 15 and the seas were calm.

On the way to the Tuamotus, for instance, it blew 40 knots although the forecast was for 15. We had four inches of standing water on the cabin top as we beat towards Raroria, with lightening flashing all around. Water poured in one of the dorade vents and filled the bilge with water before I found the source and stuffed a T-shirt in the hole. When all three bilge pumps failed, Amy cried and said she wanted to be at a safe place with a nice job ashore!

We're now bound for Tonga and Fiji, where we'll will have to make a decision: 1) Head directly for Australia en route to Indonesia and Thailand; 2) Put the boat in a hole in Fiji, or 3) Sail New Zealand for the cyclone season.

— dave 7/95

Readers — Folks looking for better gifts than booze for the San Blas chiefs might well

consider simple books in English. Books are few and far between in the San Blas Islands, and many Kunas are eager to teach their children English. When we were there earlier this year, one chief specifically asked for *Latitudes* — he knew about them because we'd left several copies during a visit two years before — so he could use them to help teach his children English. We were both flattered and horrified. Certainly there's more suitable reading material for kids than what appears in these pages!

Cruise Notes:

It's with great sadness that we must report Chris Dewar of *Eventyr*, who had been sailing the Portland-based Hans Christian 34 in Mexico with her husband Eric for the last year or so, died of cancer in early September. It was only last month that we published her *Serious Surgery* article, in which she enthusiastically endorsed the cancer diagnosis, treatment, and care she'd received in Mexico.

"They'd cured it, but it came back with a vengeance," an obviously grieving Eric told us over the telephone. "Ovarian cancer is awful stuff. But Chris and I had two good final months together, during which we kayaked and did more travelling. The boat is down in San Carlos right now and I'm going to keep on sailing, but I'm missing her so

bad.

"And although Chris died, neither she or I take back anything she wrote about medical care in Mexico. Those folks did unbelievably wonderful things for her, and with such compassion. I'd never go to a stateside hospital again, what with all the expense, the impersonal care, and lawyers inhibiting doctors from trying innovative therapies. All I can say is that the medical people of Mexico were there for Chris all the way."

Chris and Eric were one of those special couples, so many of the cruisers in Mexico have been devastated by the news. Perhaps her premature death will help each of us be a little more aware of what a short time we have with each other, and treat one another accordingly.

The smoke gets in your eyes. If you've read Part Two of our *Conversation with Lowell and Bea North* earlier in this issue, you'll remember they had to use their radar after being blinded by **thick and pervasive smoke** in the Bangka Strait. Perhaps this news release explains what it was all about:

"Satellite pictures have revealed clouds of dense smoke hanging over Singapore and Malaysia caused by huge fires in the tropical forests of Sumatra and Java. The haze is producing a variety of ailments from skin and eye irritation to respiratory problems. An even larger outbreak last year charred 12 million acres and caused widespread atmospheric pollution during a five-month period."

Ernie Minney, dedicated schoonererman and one of Southern California's finest sailing characters, announces that the Minney's Yacht Surplus will be holding its **Class of '95 Cruisers' Party** at Josh Slocum's restaurant on the Pacific Coast Highway, Newport Beach on October 21. "We'll cook up a couple of pigs and tap a few kegs," says Minney. "It will be a great time to meet fellow cruisers, exchange radio call signs and enjoy our hospitality." Reservations are mandatory and freeloaders are not welcome. You'll be able to anchor off Lido Isle and dinghy to the Josh Slocum dinghy dock.

Just prior to the Cruisers' Party — from daybreak until noon — will be **Minney's Annual Swap Meet**, which is open to everybody. Sellers need to book space at \$20 per in advance, and cruisers merely need to turn up early to get the best bargains. For reservations for the Cruisers Party or details on Minney's Marine Swap Meet, call (714) 548-4192.

CHANGES

Another cruiser get-together we haven't mentioned yet is Cruiser Kick-Off Party to be held at the **Kona Kai Club** in San Diego on October 27. Yes, this will be in direct conflict with the Wanderer and Wanderette's **Halloween BBQ & Costume Party** at the Harbor Isle Marina for participants in the Baja Ha-Ha, but that's the way things go. We and the good folks at the Kona Kai will try to make sure there's no such conflict next year. If you won't be sailing in the Ha-Ha, the Kona Kai will be offering various seminars and other activities that evening. Give them a shout at (619) 224-7547 for details.

Although we've already mentioned it many times before, we don't want anybody to miss **Downwind Marine's** Cruiser's Party and Pot-Luck, held on the beach at Shelter Island in San Diego on the afternoon of October 29. They provide the dogs and burgers, you bring the side dishes. Everyone enjoys a relaxing afternoon getting to know one another and trading expectations and experiences. Call Downwind at (619) 224-2733 for further details on the party as well as their extensive schedule of cruiser seminars.

The San Diego **West Marine Products** store will also be having several cruiser seminars and events in October, not the least of which is a Cruiser's Swap Meet on October 28. Call (619) 225-8970 for details.

— featuring a woman with considerable cruising experience. Call them at (619) 223-8989.

We hope we haven't left anybody out, but that should be enough to keep you folks off the street prior to departure.

Doink! Second hand sources report that Chuck Levdar and Vicki Fallon, aka 'Butchie & Bitchie', hit a reef in Fiji with Levdar's Sausalito-based Lapworth 40 **Contenta**. The boat, which left Sausalito last fall, was apparently pulled free by two other boats, but as yet we don't know the extent of the damage.

"We have about 10 to 30 cruising boats stop by here every month," writes Carl Ruegg of the **Fantasy Island Resort**, which is located in Costa Rica's Gulf of Nicoya. "Those who stopped by in July include **Ruthann, Viveka, Paglayag, Harmonia, Farinente, Euphoria, Eutopia, Wondejahr, Wonderlust, Cubie I, Ave Peregrinia, Cortico, Camas, Homebrew, Princess, Peer Gynt, Just Us, Wind Chime, Puffin, Augustus, Lady Helen, C-Lise II, Valiant Lady, Gone With The Wind, There You Are, No Ties, Irish Jester, Gitana, Kiunga II, Intuition, Odyssey, Bell Louise, Bastante, Trudee-M, Solamante and Serenade.**"

Ruegg wanted to know two things: 1) Could Fantasy Island be a distribution point for *Latitudes*, and 2) Do we want a monthly list of boats stopping there. We indeed would love to get a list of boats stopping at Fantasy Island, but once every two months would be enough, and the list would be greatly enhanced with the addition of the skipper's name, boat type, and hailing port. As for distributing *Latitudes*, we'd love to have that happen, but as shipping them to Costa Rica is far too expensive, we're going to have to rely on folks throwing a bundle in with their boat gear when they return to vessels in Costa Rica. We sure loved our visit to your place earlier this year, sorry we missed you, and hope to be back very soon.

"The last seven months of cruising have hurtled by," writes Bob Neumann, who is cruising with his wife Phyllis aboard their Penn Grove-based Perry 47 **Adventure**. "Folks say time marches faster as you age — and there may be some truth to it. Or is it simply that I'm rarely bored or have 'dead' time. This cruising life — we're part of the Mexico Class of '92 and hope to sail to Europe in the spring — has been endlessly stimulating.

"After cruising Central America, for

example, I'm shocked at how neat and orderly the malls and streets of Fort Lauderdale are. There is a middle-aged, fussy neatness to it that you'd expect in the living-room of a maiden aunt. There's none of the unfinished quality of Latin cities. The other shock is that nobody is on the streets or in their yards. Sure, there's an endless parade of cars and trucks, but the sidewalks — if any — are deserted. Even the smallest Guatemalan hamlet is crawling with people by 7 a.m.

"While not an environmental preachy kind of guy, I've also been struck by the effect man has had on the environment. Even in a seemingly untouched place like the San Blas Islands, which are picture postcard tropical isles. With a little reading, a little thinking, and a little observation, you have to conclude that the islands are much different from when the Indians first settled here 300 years ago. They have transformed the landscape by hacking and burning away most undergrowth, and by planting coconut palms. Hundreds of islands reshaped by the



COURTESY NANCY POTTER

What the hell? If you're headed to Mexico, you'll want to check the next 'Latitude' to find out more about this sanity-saving device.

Not to be left out, **Seabreeze, Ltd.**, a San Diego dealer of marine books and charts, will be hosting a seminar — with a fee

ALL PHOTOS LATITUDES



Spread; 'Windscape' in the San Blas. Inset right; the big beach at low tide at Fantasy Island. Inset left; the spirit of Sea of Cortez Sailing Week.

hand of man."

"I was struck by the same thing when we got to the mouth of the Rio Dulce at Guatemala. Having seen pictures in magazines of hundreds of sharks being slaughtered, it was the first place we'd seen sharks. With so many sharks being caught daily for shark fin soup, shark steaks, and by mistake in drift nets, I'm not surprised we've seen so few. Man certainly has had a huge effect on the planet."

Other Northern California boats in Fort Lauderdale include Al and Barbara Sedgwick's lovely green Bristol 43 **Windscape**. Like the Neumanns, they'll be headed to Europe in the spring. (P.S. to Al and Barbara: We anchored right next to you off Porvenir last January. Although we passed your boat several times shuttling Kuna basketball teams between islands, but regrettably never saw you.)

Larry and Teresa Trausch of the San

Francisco-based **Mollyhawk** are also in Fort Lauderdale, but the boat is headed home. After two years of cruising the little boat, Teresa has apparently had enough for awhile.

Speaking of cruising rallies, we're told that Rod Cook — an Alaskan doctor with Bay Area and J-24 ties — will be yet another representative for America in the Atlantic Rally for Cruisers that leave Grand Canaria on November 19 for St. Lucia in the Caribbean. We're not sure of the name of Cook's boat, a **Swan 59**, but he bought her a year ago in Europe and has reportedly spent the summer cruising Northern Europe.

By the way, there still may be a berth or two open aboard **Big O** for the 2,700-mile ARC tradewind crossing of the Atlantic. There's been great interest in the month-long adventure, but it's not cheap. Having to buy one-way air fares to the Canaries and then back from St. Lucia is just too much for most folks. But with nearly 200 international entries, it should be the adventure of a lifetime.

"My wife Pam and I flew to Europe 10 years ago and bought a Grand Soleil 39

we've named **Viva**," Stephen Jost of San Pedro tells us. "The first Atlantic Rally for Cruisers was happening then, so we became one of the 210 entries. It was fantastic. We were hoping we'd be able to make it back to Europe in order to do the 10th ARC, but it was not to be. So we're doing the Baja Ha-Ha instead."

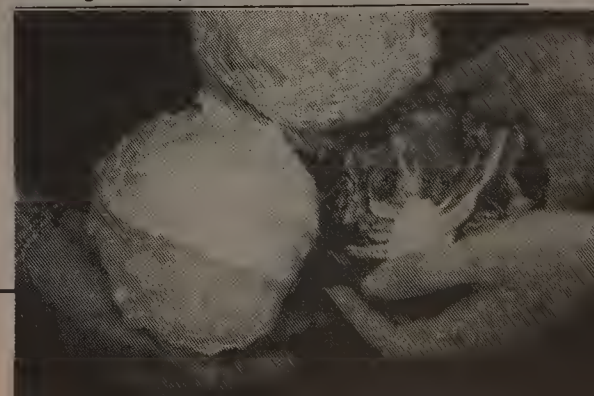
What to do if you just won't be ready in time for the Baja Ha-Ha? The San Diego YC will be sponsoring their **El Cid** race to Mazatlan starting January 31, and as with all races to Mexico now, there will be a cruising division. With huge new marina facilities having been built in Mazatlan, that city is creating much more interest among cruisers. Call the San Diego YC at (619) 221-8400 for details.

In years past, we haven't been able to report the dates of the **Sea of Cortez Sailing Week** until just before it began. That made it tough on the many people who needed to make arrangements so friends could join them in La Paz for the week of fun. Thus we're delighted to now be able to report the event will be held April 20-28 of 1996.

Founded by *Latitude* back in the early '80s, Sea of Cortez Sailing Week has been run by the Club Cruceros de La Paz for many years now. While the week of lots of socializing and a little fun racing for cruisers begins and ends in La Paz, most of the giggles take place at Caleta Partida about 25 miles away. Mark your cruising calendar now.

"I was shopping in a small supermarket in a French town by the Rhone River," writes **Brian Booth**, who keeps a 30-ft ketch on San Francisco Bay, "and was contemplating buying a French canned product. So I asked, in French, a couple standing close by if the product was any good. They replied, in English, that they were Americans. Soon I found out they were cruisers — who used to berth their boat near my mine in Sausalito! We had so much to talk about I thought we'd never get out of that market. There names

It makes no difference if you're a carnivore or vegetarian, you can't have enough long-lasting cabbage when you set off on a lengthy passage.



are Tom and Carolyn Beard, and their boat is **Moonshadow**. The first thing Tom asked was for a copy of *Latitude*. "Got lots of them — at home," I laughed.

"Vegetables which I found 'hang in there' for transoceanic passages are the following: potatoes, yams, onions, garlic, ginger, cabbages, squash, pumpkin, and beets." So writes Anne Carlson, who after 23 years of cruising without a refrigerator in the United States, Europe, the Caribbean, Mexico and the South Pacific aboard a 27-ft boat, penned **The Meatless Galley Cookbook**. In addition to 140 recipes, the book includes chapters on just about every consideration in the galley, as well as a 'Passage Menu Plan' for 28 days of eating without meat. This interesting book retails for \$16.95. If you can't find it at your local marine bookstore, contact the publisher at 1-800-777-3966. And if you're reading this Anne, we'd love to talk with you.

Talk about your long cruises, Jim Plowman of the Alameda-based Tahiti ketch **Tolooa** departed in 1978 — and just got back! We hope to have a complete story for the November issue.

Peter Minkwitz would like all of Jim and



COURTESY THE JESSIES

Jim and Diana Jessie, enjoying the cruising life during their six-year circumnavigation.

Diana Jessie's friends to know they'll be passing beneath the Golden Gate at 10 a.m. on October 15 aboard their Lapworth 48 **Nalu IV**, heading out on a long cruise — although not another circumnavigation. So be near the South Tower if you want to wave adios.

As for Minkwitz, the longtime yard manager of Svendsens in Alameda, he's taken over Jessie's **World-Wide Marine Surveys, Ltd.**

Remember how we said we were going to

show you how the chart for **Palmyra** was misleading, and we'd have the second installment of the Berger's cruise to Europe aboard **Decision**? Well, we lied. We really were going to do it, but as you can see we've run out of room. Be with us next time.

We'll close this month by stating the obvious: we and many others are furious that the French have resumed **nuclear testing in the South Pacific**. Naturally, there have been protests all over the world — not the least of which was the trashing of the airport at Papeete. Such protests, marches, and letters of protest may get the attention of French President Jacques Chirac, but we doubt they'll get him to change his mind. What would really be effective are resolute boycotts of French products, such as wine, cheese, automobiles and the like. Hit 'em in the pocketbook!

Kevin, who keeps a motoryacht in Sausalito agrees that a boycott would be the effective form of protest. "My wife and I were trying to think of what to boycott," he says. "We'd boycott French wines and cheeses, but we can't live without them. So finally we came up with something. Absolutely no French-kissing for six months!"

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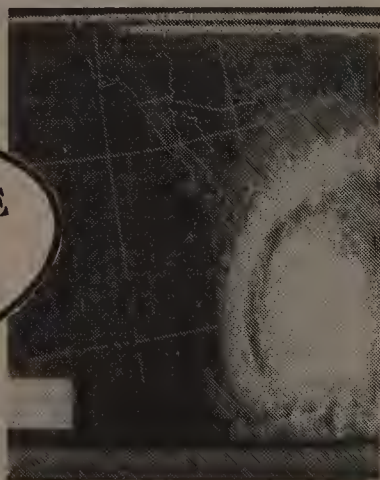
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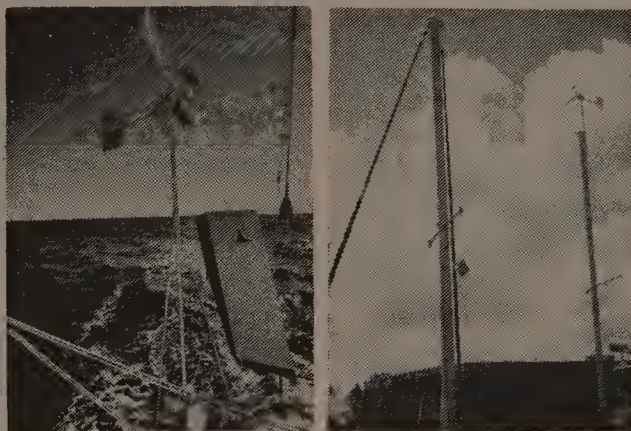
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24-FT FARR, 17 bags sails, new paint job, looking for new home. Asking \$7,600 or interesting trade truck, boat, airplane, whatever. (510) 865-4109.

25 TO 28 FEET

CATALINA 27, 1976. Pocket cruiser with w axle trailer, Atomic 4, tall rig, VHF, depth, knot, compass, 120, club jib, 2 mains, batteries, 3-way water, head, stove with oven, tabernacle mast. In Ventura, deliver to Bay/Delta. \$10,500. (805) 967-8830.

26' SERRIA CLASS SLOOP. Great Bay & Delta sailer. Beautifully maintained. Main, 2 jibs, 7.5 outboard. SeaTalk electronics, knotmeter, depthsounder, boat cover, new top & bottom paint. Sausalito berth. Must see and sail. \$3,900. (415) 388-5780 or (415) 206-9602.

CATALINA 25, 1979. Swing keel, PopTop, batten main, 80% & 150%. All lines lead aft, legal head with pump-out connection. New topside trim & bottom paint. Sailing bimini, 10 hp Honda long shaft. Swim ladder. Boat, rigging & sails in good shape. Folsom Lake boat with easy load trailer. \$7,250 obo. (800) 331-7626 days; (916) 741-0362 eves.

26-FT BALBOA, 1974. With transom trailer, '88 Evinrude 15 hp o/b. VHF, compass, depthfinder, knotmeter, swing keel, 2 jibs, spinnaker, stove, sink, Porta-Potti. Sleeps 5. Berthed at Treasure Island. \$7,500 obo. Eager to sell. Call Mark (415) 349-3331 or Doug (707) 451-7762.

RANGER 26, 1969. Long shaft Honda, 2 spin, 2 mains, epoxy keel, lines aft. Berkeley berth. \$4,000 obo. (510) 636-1505.

PACIFIC SEACRAFT 25, 1977. Yanmar, dodger, self-tailing winches, anchors, autopilot, SatNav, VHF, good sails, clean, well-maintained. Located Monterey. \$18,000 obo. Would take smaller sailboat on trailer as partial payment. (602) 788-4245.

ISLANDER 27, 1970. Excellent condition. fixed keel, Vire inboard engine. New marine radio, new depthsounder and 2 new batteries. All lines led aft. 4 sails. Rio Vista berth. \$8,000. (916) 348-3366.

CHEOY LEE 26 FRISCO FLYER. Beautiful. Fiberglass bottom-teak topside. Full cover. Six bags of sails. Volvo diesel I/b; dual batteries, depthsounder, knotmeter, VHF, stove, enclosed Porta-Potti, dodger. Hauled/bottom painted 9/95. \$8,500. Call (510) 370-9338 after 6 PM.

MacGREGOR 26, 1992. Perfect condition inside and out, trailer with surge brakes, 8 hp o/b with generator, bottom paint, \$4,000 optional equipment (not including o/b) when new, call for list. \$10,000. (916) 268-9729 (Grass Valley) evenlngs.

OLSON 25, 1984. Excellent condition. "Deluxe" model. Quik vang, 11 sails, Kevlar 155 & 90. Too many upgrades to list. Trailrite trailer, outboard, KM, depth, VHF. \$15,500. (415) 454-8654.

27-FT O'DAY, 1976. Atomic 4, 22 hp. rigged for singlehanding, sleeps six. 4 singles, 1 double, much equipment. Excellent condition, make offer. Ask for David (707) 552-4206.

COLUMBIA 28. Excellent condition, North main, 3 jibs, Isuzu diesel, hydraulic wheel steering, dodger, mast steps, spreader lights, lazy jacks, running backstays, alcohol stove, 2 anchors, 46 gallons fuel, h/c pressure water, refer, Loran, much more. Asking \$12,500. (510) 451-4609.

CATALINA 27, 1971. Excellent condition. New Johnson 9.9 outboard, new mast and rigging in 1993, new upholstery. Stereo radio and tape deck, compass, VHF, knotmeter, two jibs, main sail with two reef points, whisker pole, enclosed head, 2 burner stove. Great Bay boat, berthed at S. Beach Harbor. \$8,500. (415) 328-8076.

25-FT CATALINA, 1979. 1992 Evinrude 9.90, elec. start o/b. 4 jibs, 150-110 club & camber spar, 2 anchors, rode & chain. New Pineapple main, knotmeter, VHF, stereo & stove, bottom job 1994. Boat in top condition. \$8,300. (209) 586-6368.

26-FT NAUTICA, 1960. Cutter rig, cold molded mahogany, 2 mains, 3 jibs and staysail. Well running Honda 7.5 o/b. Large V-berth (I lived on it for two years). Galley, head, stereo and VHF wired for 12 volt. \$3,000 obo. Tim (415) 931-3546.

YAMAHA 25 II, 1978. Yanmar diesel rebuilt 12/94, bottom paint 10/94, 2 mains, 3 jibs, 3 spinnakers, KM, DS, VHF, 2 compasses, 2 anchors, dual batteries, Autohelm, dodger, stereo, alcohol stove, folding prop, sleeps 4. Sausalito berth. Reduced to \$7,700. (707) 578-8864.

CATALINA 27, 1985. Really excellent condition. Well-rigged; Harken convertible furler. Mylar class jib. Universal 18 diesel; Autohelm & other cruising gear. New bottom paint. Two boat owner. \$19,950. (415) 456-1130.

27-FT O'DAY, 1986. Inboard diesel, three sails, self-tailing winches, marine head/holding tank, fold-away table, very roomy interior. Clean, like new condition. Below book \$13,900. Many extras. (510) 228-2852.

CAL 2-27. Comfortable racer/cruiser in excellent condition. Re-powered w/2 cylinder Universal diesel. Full sail inventory with spinnaker. Epoxy bottom, VHF, KM, DS, Loran, gas stove, custom cabinetry. All rigging leads into cockpit. New winches. Just hauled. \$13,900 obo. (510) 521-7730.

PACIFIC SEACRAFT 25, 1976. Rare center-board version with motor well. Excellent Delta gunkholer. Dodger and removable cockpit enclosure. Newer Honda 5 hp. \$8,500. (510) 224-1965.

CATALINA 25, 1984. Excellent condition. 10 hp Honda, Swing Keel, Pop Top, VHF, AM/FM Cassette. Propane stove, battery charger, shore power. Sleeps 4, new bottom paint, split backstay. Kept in fresh water in Delta exclusively. \$9,250 obo. Call (510) 447-4157.

CAL 2-27, 1975. Fully equipped. New epoxy bottom, new LP topsides, new main, new 120, spinnaker, 4 add'l sails, custom cabin top traveler, CNG stove, Atomic 4 inboard engine, sleeps 4, KM, DS, VHF. \$12,000. (510) 524-2906 or 922-3513.

WANT A BOAT TO START YOUR SAILING adventure on the Bay? This MacGregor 26, 1990, with a 9.9 Honda w/ electric starter, Depthsounder, Compass, Lazy jacks, sail cover, pop top cover, epoxy bottom protection, Introduced me to the fun of sailing. \$6,000 obo. (510) 793-7032.

LAGUNA 26, 1985. Fiberglass sloop. 3' draft, fixed keel with tandem trailer. 7.5 hp Honda. Standing headroom, full galley and head. Wheel steering, VHF, DS. Good cond. \$7,500. Days (415) 982-4455, eves (510) 229-0656.

26-FT THUNDERBIRD SLOOP. Glass over ply. Includes main, jib, genoa, VHF, 9.9 hp Honda. Ready to sail. Classy and beautifully restored. Berkeley Marina. \$5,000 obo (was \$6,000, must sell soon!). Call (510) 548-3115 for history and details.

RANGER 26, 1974. Gary Mull designed for SF Bay sailing. Stiff, strong with splited sailing performance Large cockpit and rich teak interior make it a pleasure to just relax onboard. Race/cruise. \$5,000 (510) 228-7061.

CHEOY LEE OFFSHORE 27, 1972. Documented. FG hull with blue LPU. Teak decks, interior, trim. Mexico vet. Volvo diesel. DS, KM, VHF, Monitor vane, autopilot. Main, two jibs, 150 and drifter in excellent condition. Standing rigging new 1991. Three batteries, solar charger, radar reflector, strobe, EPIRB, custom elec. panel, dodger, pulpit and full stern rails, boarding ladder. Enclosed head, galley, Primus stove, ice box. Well built, proven offshore design in outstanding condition. Hauled 8/95. \$15,000. (707) 747-1177 days; (510) 524-7806 eves.

ERICSON 27, 1974. Two boat owner, must sell, exc. cond., 6 sails, Harken furling, Loran, DS, KM, Autohelm, VHS, Atomic 4, '93 survey, new batteries, rigged for single handing, located at Coyote. \$11,900 obo. Call Mark, H (415) 324-2010; W (408) 973-7865.

26-FT PEARSON, 1976. Safe and stable Bay starter. Recent blister repair. VHF, Autohelm, Loran, Mast Mate, Magna grill, stove, Porta-Potti, 9.9 hp. o/b. Extras. Pearson quality at an affordable price. \$6,000 (510) 485-9888.

CAL 2-27, 1974. Beautifully maintained singlehander. Bigger, faster, safer than Catalina 27. Dodger, autopilot, roller reefing, Dutchman main, inboard Volvo, KM, DS, VHF, spinnaker. Sleeps 4 + 2 kids, 6 headroom. \$10,750. Call Bill (408) 773-8318, (408) 730-9100.

ROLLS ROYCE OF BRITISH BOATS. Fisher 28 motorsailer. Rugged trawler-type hull. Pilot-house, luxury accommodations for 5 in the coldest winter. Yacht finish belies its workboat heritage. Tired of your Clorox bottle look? This boat will be center of attention in any harbor. Presently selling new in England for \$88,000. Steal her for half the price. (408) 255-1800.

COLUMBIA 28. New standing rigging, 2 yr old Honda 9.9 o/b in well, new speed log, DS, VHF, Autohelm. LP hull, forest green. Propane stove. Well maintained with many extras. Reefed main & 110 & 150 jibs. \$ 8,500. Call Mike (707) 575-0746 or (707) 523-4373.

ERICSON 26, 1984. Yanmar diesel; new ProFurl, 110% headsail, VHF; nearly new mainsail. Hauled, bottom paint 1/95. Dual batteries, shore power, stereo, enclosed head. A great pocket cruiser for the Bay area. Many upgrades, very clean! \$14,950. Call (510) 536-9951.

CATALINA 27, 1985. Really excellent condition. Very well rigged for racing and/or cruising. Harken convertible furler. Mylar class jib & furling jib. Diesel. Autohelm 2000 & other cruising gear. New bottom paint 6/95. Two boat owner. Priced down to \$18,950. (415) 456-1130.

CAL 25. Great Bay boat, good condition, ready to sail from Ballena Bay berth, fully equipped, spinnaker ready, Chrysler 6 hp o/b. \$4,200 obo. Call (415) 775-8779.

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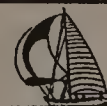
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CAL 2-27. Rugged for shorthanded cruising or racing. Long list of added gear & custom rigging. Excellent sails. Full spinnaker gear. One owner. Immaculately maintained. Attractive, comfortable interior. \$13,950 obo. Consider cash + smaller boat or pickup truck in trade. (510) 837-4648.

CAL 2-27, 1974. Excellent condition. Equipped for racing/cruising. Active class. Good Bay and Delta boat. Great starter/family boat. Very safe and solid. (Owner Eager) \$8,750 obo. (OWC in right situation.) South Beach berth B-85. (415) 421-7303 eve; (415) 675-7260 d.

26-FT PEARSON, 1973. Excellent condition, sleeps 5, galley, head, many extras, 9.9 Johnson o/b. One year old bottom paint. Solid Bay sailor. \$6,000 obo. Charles (408) 996-1100 days or (408) 253-3461 eves.

CATALINA 27, 1978. Excellent condition Atomic 4 inboard engine, autopilot, new 2 reef point main, 3 jibs, new stereo/CD player w/2 inside, 2 outside speakers, new VHF, new battery charger, 2 batteries, shore power, lighted compass, new Harken traveler & mast winches, new halyards and turnbuckles, expandable whisker pole and track. \$9,000 obo. (415) 984-3605 or (415) 925-0492.

PEARSON 28, 1977. Many sails, VHF, Loran, autopilot, dodger, all safety gear, etc. Well equipped in excellent condition. New bottom Aug '95. Asking \$12,000 obo. Will consider trade for the right smaller boat plus cash. (707) 445-3479.

CORONADO 27. F/G solid roomy. Easy to sail, dinette, flush toilet, phone, frig, micro. Possible live aboard Redwood City. Rebuilt Yanmar diesel (30 hrs), 3 sails. Leaving country. Bargain price \$6,399. Must sell. (415) 329-1005, leave message.

SAN JUAN 28, 1980. Excellent condition. New bottom paint. New sails: main, jib, genoa, spinnaker. Sleeps 6, 6'2" headroom, 10' beam, Yanmar diesel engine. Ready to sail anywhere. Must sell. \$13,000 obo. Custom trailer \$1,800. (916) 763-9826.

CATALINA 27, 1984. Bottom paint '93, diesel, new batts, batt charger, 2 burner stove, 2-man inflatable, radio, adj. back stay, boarding ladder, double lifelines, Lifesling, main & 120% furling jib, holding tank & Y valve, automatic bilge pump, dock power. \$16,000. Call (408) 778-0047.

CATALINA 25. Fixed keel, 10 hp Merc. Dual batteries w/ charger, roller furling 110 & 150 jibs, fully battened main, lazy jacks, rigged for single handing, anchors, shade canvas, VHF, Baja Race Week vet '95. \$6,400. (916) 677-5395. Trailer also available.

CATALINA 27, 1977. Excellent condition, Atomic 4 inboard engine, autopilot, main, 3 jibs, genoa, spinnaker, tabernacle mast, shore power w/ charger, 2 batteries, head w/ holding tank and more. Located Bel Marin Keys, Novato. Asking \$8,250 obo. (415) 883-7715.

26-FT KETCH, 1966. Hand laid fiberglass. Classic design Kenner privateer, standing headroom. Inboard. Simple sailing, unique fun boat. In excellent condition. Pelican Harbor, Sausalito. \$4,800. (415) 665-4324.

CLASSIC 28-FT SLOOP. Fiberglass over wood. Late model Atomic 4 engine. 5 sails, radio, depth sounder, heater, head & galley. Ideal Bay sailer & racer. Good condition. Priced to sell at \$6,900 obo. (510) 549-0198.

CAPE DORY 28. Classic full keel design by Carl Alberg. Diesel power, alcohol stove, knotmeter, depth finder, sleeps five. \$23,500. (510) 932-6656.

MILLER 28-FT. Out of water 5 yrs. Can be seen at the Marshall Boatyard. \$3,500. Call evenings (415) 454-0245 or lv message (415) 457-2090.

TARTAN 26, MUSE. Lots of gear. Dodger '94, Harken furling, all lines lead aft. Standing headroom, teak interior w/ head Y 4 berths. Cushions '91, teak table, 6 Barient winches, Yanmar dsl. 375 hrs, 2 grps 27 batteries, VHF, Loran, depth, Signet knot log '91, Pineapple main and 95% jib '91, 120% jib. Tricolor, SS bow roller, Whisker pole w/ track '91. Standing/running rig, lifelines, thru hulls and seacocks '91 '92. Bonded elect, brass clock and lamp, Coast Guard safety equip. Sail covers and sheet bags '92. Manuals and spares, plus more gear... Tartan quality. New bottom paint and zincs. Rebuilt rudder. Fast Bay or coastal cruiser. Fin keel w/ skeg rudder. \$12,900 obo. Good looking and great sailing boat. (415) 566-8693.

CATALINA 25, 1985. This boat has been appropriately upgraded and very well maintained. Traditional interior model. North main and jib, new in 1991. Evinrude 8.0 hp, new 6/92. Gel coat, brightwork, ports, upholstery, sails, motor and hardware are in excellent condition. All added equipment and upgrades include top-line manufacturers. This boat is completely rigged and equipped to safely sail away. \$9,500. Rick (415) 982-5000 days; (415) 292-5733 eves.

SANTA CRUZ 27. Red hull #36. Great performance record. North Sails, hardware upgrades, new 3.5 Nissan, full instrumentation, Loran, VHF, cockpit cover. \$9,500. (805) 965-2300 days; (805) 568-3062 eves.

29 TO 31 FEET

J-30, 1979. Built 11/79. First 10 years in Great Lakes, stored in winter. Yanmar 15 hp excellent, new mast, new LPU hull, topsides, non-skid. New North main 6/93, 8 bags sails, good to excellent. Sleeps six, interior excellent, fast fun boat, never raced hard. \$31,000. Call John (707) 525-0952.

30-FT "PACIFIC SLOOP", 1969. Atomic 4, roller furl, full keel, sleeps 4, built to Lloyds specs, recent haul, 8' dinghy, Sausalito berth. \$7,500 obo. (415) 332-1020.

30-FT DANISH DOUBLE-ENDER, Sagitta, 1966. Circumnavigation veteran. Thick fiberglass hull with eleven coats epoxy barrier. Seven sails, oversized rigging, chain plates, dodger, boom gallows, Aires windvane, Tillermaster autopilot, Loran, Avon. Diesel just rebuilt. Serious inquiries only. Ventura harbor. \$27,900 (805) 650-9528.

YANKEE 30-FT MK II, 1972. Grey Marine gas, new Forespar mast & rigging, dodger, enlarged cockpit — 7' long. A lovely pocket racer-cruiser. \$15,000 obo. (805) 962-2316. Motivated seller.

COLUMBIA 29, 1966. Beautiful full-keeled sailing sloop. Strong rebuilt Atomic 4 (80 hours approx). VHF, Autohelm, compass. Hauled 9/94. reefed main. All lines lead aft to cockpit. \$8,800 obo. Steve (408) 246-1263.

NEWPORT 30 II, 1975. Well maintained Bay, ocean, Delta racer/cruiser. Twice YRA fleet champion, comfortable roomy family boat. Full sail inventory, spinnakers, Yanmar, Martec, Loran, KM, depthfinder, VHF, LPG oven/stove, '94 survey, new bottom, much more. \$13,500 obo. (415) 461-5837 or (415) 346-3323.

NEWPORT 30 MK III, 1982. Loaded & meticulously maintained, ideal liveaboard, micro oven, 2 stoves, H/C shower, stereo, custom cabinets, new dodger & bimini, BBQ, new furlmain, furl jib, self-tail winches, all new lines lead aft, VHF, DS, RDF, low hr. diesel, cockpit cushions, 2 anchors/windlass, custom wheel, recent bottom. (510) 655-9469. \$29,500 obo.

29-FT ISLANDER, 1967. Solid boat, full keel, Atomic 4, runs good. VHF, depthsounder, knotmeter, compass, 5 sails, 6'1" headroom, sleeps 5, great price. \$5,500. Leave message for Don at (415) 492-2891 between 8:30 am - 5:00 PM.

CATALINA 30, 1981. Universal diesel, roller furling, spinnaker, folding prop, new interior, h/c pres. water, shower, stove, oven, new batteries, VHF, stereo, bottom 6/95, cockpit canvas. Much more, great condition. Channel Islands. \$21,900. (310) 323-0112 days; (805) 379-4552 eves.

BODEGA 30. Full keel world cruiser. Chuck Burns design, new rigging, VHF, pressure water, CQR & Danforth, new windlass w/ 3/8" chain, club footed or loose footed headsail - custom interior. By owner \$12,500 obo. (415) 332-3624.

29-FT SAN JUAN, 1981. Racer/cruiser, Yanmar 15, folding prop, 2 batteries, 4 sails, single-handed. Tiller w/ Autohelm. Very good condition. Sailing instruments, VHF, stereo, charger. Full galley w/ microwave. Swim ladder. Recent haulout. \$19,900. (415) 567-4598.

ERICSON 30, 1967. Sound and dry. New extras, easily updated, Albin inboard, full galley. Lotsa mahogany inside, lotsa teak trim. In fresh water 10 years. Refurbishment underway. \$15,000 now, \$21,000 after I do all the work. (209) 939-0356.

OLSON 30, 1981. Larsen sails, 9 bags, VHF, KM, AM/FM cassette, Mariner 4 hp o/b, Redcrest raft, Tandem trailer. \$15,000 obo. (408) 268-6823. Leave message.

IRWIN 30, 1979. Tiburon berth. Well built, fast and comfortable. Yanmar diesel. Clean bottom. New Hood main. Harken roller furling. Wheel. Lines lead aft VHF, KM, WD, DS, Loran, stereo. Teak interior. Teak and holly sole. Shower. Gear. \$24,500. (415) 454-4443.

J-30, 1980. Faired keel & rudder. Yanmar diesel, racing and cruising sails, sailing instruments, autopilot, new decks, 1 yr. old bottom, rebuilt prop, great condition. \$27,500 obo. Day (805) 984-8100; N (805) 653-5473.

30-FT C&C MEGA 30, 1979. Sloop, retractable keel, trailerable, fresh bottom, 1994 Honda, stereo, VHF, Signet SmartPac, compass, sleeps four, furling jib, genoa, spinnaker and more. Very fast and clean. \$9,500. (707) 769-0616.

30-FT ISLANDER BAHAMA, 1979. Excellent condition. Volvo diesel, MD7A, 5 head sails incl. spinnaker. Wheel, dodger, VHF, knot, depth, dbl lifelines, BBQ, H/C pres water, jacklines, much more. In Berkeley. \$20,000. (702) 265-3964.

HUNTER 30, 1978. Helm steering, Yanmar diesel, all roller furling, clean interior, VHF, new depth and knot meters, h/c pressure water, battery charger. \$19,800. (707) 864-1208.

BABA 30, 1981. Excellent Condition. One owner, insulated hull, teak decks, dodger and wheel steering. Furling headsail, spinnaker, pole, oversized self-tailing winches, autopilot, Datamarine D/S/W, VHF. Moored fresh water. \$49,900 firm. Call for extensive equipment list. (360) 834-6276.

CATALINA 30, 1987. Full instr., RF, CD, low, low hours. Many extras. \$30,000. Call (800) 649-1198.

RANGER 29, 1974. Great Bay boat. Atomic 4, 2 mains, 3 jibs, spinnaker, VHF, DS, full galley and head, sleeps 5. Owners motivated. Will consider trade. \$12,000 obo. (510) 490-3288 or (408) 972-1810.

CATALINA 30, 1984. 3 cylinder diesel, roller furling, Autohelm, new dodger and main, VHF, Loran, KM, DS, self-tailing. Well maintained. Priced at \$27,500 for quick sale. Call 510-769-6495.

OLSON 30. Hull #38 one owner. 14 bags of sails, 3 new. Trailer, liferaft, gelcoat bottom. Both rudders. No dings, dual blue waterline stripes, blue cabin accent. Dual spreader Ballenger spar, custom boom. Many spares. \$25,000. Jay Bennett (408) 462-1462.

ANGLEMAN 30, SEA LOVER is for sale. Just rebuilt stem to stern, gas ketch, 11 ton, 12' beam, Yanmar, Monitor, VHF, propane Force 10. \$27,000. (707) 882-4134.

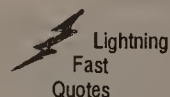


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ERICSON 30+. Hauled Sep 95, fresh bottom paint, recent engine survey, new main 94, new jib 92, new standing rigging 92, diesel, wheel, Loran, VHF, Combi knot/lot/depth, hot/cold pressure water, sleeps 6, inflatable. \$18,500. W (510) 231-1469; H (707) 645-1206.

NEWPORT 30 II, 1978. Full sails, main w/jiffy reef, ice box, alcohol stove, depth, knot, VHF, stereo, pressure water. Atomic 4, dual batteries. Recent survey, all items corrected, new bottom paint. Wheel steering, all halyards led to cockpit. Call Michael (619) 222-1122.

BODEGA 30, 1977. Factory finished blue water pocket cruiser. Exceptionally well maintained, teak interior, CNG system, 13 hp Volvo diesel, Autohelm SeaTalk, bronze port holes, 5 head sails, 10' inflatable, 8 hp motor, recent haulout. Must see. \$25,000. (707) 935-3661.

HUNTER 30, 1989. Original owner. Low hrs on Yanmar diesel. Custom dodger, roller furling, Autohelm 4000 ST autopilot, knotmeter, depthsounder, VHF radio. Lines led aft. Self tailing winches. Extras. Must see! Price reduced to \$39,995. Ed (415) 344-3506.

PEARSON TRITON, 1966. Coastal veteran in excellent condition. Perfect singlehanded racer/cruiser ready to go. New epoxy paint, new standing and running rigging, new mast step, new head, multi-stage battery charger, 1992 North main, 100%, 150%, 180%, 2 spinnakers, two anchors. All lines lead aft. Autopilot, Loran, compass, VHF, stereo, dinghy, propane Seacock and BBQ. Fresh interior with lots of teak, deep stainless sink, reliable Atomic 4. Strong, seaworthy and good looking boat loaded w/quality gear. \$13,700 obo. (415) 331-8157.

29-FT BALTIC CRUISER, 1962. Sleek Danish design. Fiberglass over wood. Ideal for the Bay and short overnight trips. 8-ft beam, 5-ft headroom. Very good condition. VHF. 1993 8 hp Honda o/b, 30 hours. \$5,000. Stephen (415) 621-0231.

PACIFIC SEACRAFT MARIAH 31, 1984. Documented, built by a professional builder from a bare hull. A special boat ready to cruise world. Many extras. Radar, watermaker, double autopilots, much more. Call for appt to see. \$89,500. (619) 523-2488.

CATALINA 30, 1979. Clean, one owner. Recently serviced Atomic 4. Depthfinder, knotmeter, windspeed, windpoint, autopilot, VHF, North main and furling job, 150 genoa, all lines lead aft. Rare dinette interior, plus lots of extras. \$16,900. (415) 573-6368.

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WILDERNESS 30, 1981. Cabellero custom built. A stretched Moore 24 with 5'10" headroom! Bruynzeel Interior. Refurbished in/out in '91. Knot, depth, Loran, VHF, stereo, Fast! Fun! 7.5 hp Honda, Tandem trailer. \$16,500 obo. (510) 462-8961.

PYRAMID 30 (+1 1/2' scoop w/swim ladder). Carl Schumacher design. A very fast ULDB. Laminated epoxy, fiberglass bottom. New elliptical rudder. Retractable carbon bow sprit. 7 bags of sails (incl. asymmetrical and regular spinnakers). Sleeps 6, stove, ice chest and head. Reason to sell - building new boat. \$9,500 obo. Please ask for Arne Jonsson (510) 769-0602 or (510) 522-5838.

CAL 2-29. Sausalito berth. Diesel engine, spinnaker sail, galley and head. Sleeps 6. \$10,000. Andy (415) 381-6018.

S2 S0-FT. Top quality center cockpit in excellent condition. Aft cabin privacy, teak interior, stereo, head with shower, h/c pressure water, new upholstery, hull painted 4/95. VHF, KM, DS, STW, furling, dodger, extras. See Benecia Marina, B-82. \$25,500 obo. (916) 484-3016.

ERICSON 30-PLUS, 1968. Roller-furling jib, rebuilt Atomic 4, VHF radio, Loran, spinnaker, beautiful wooden interior, new hatches, 4-burner propane stove w/oven, sleeps 4-6, in Berkeley Marina. Reduced to \$10,500. (408) 479-0981, leave message.

32 TO 35 FEET

SANTANA 35. Best condition in the fleet. Rebuilt bottom, cross stringers, keel bolts, newly faired and Awlgrip bottom and beautiful new topsides all in 1994 and 1995. Ready for cruising or racing; 2nd in Leukemia Cup. I just bought another boat or wouldn't sell this beauty. Great boat speed; great race gear and sails. Cruising gear includes blue cushions, Delta awning, autopilot, cell phone hookup & antenna, stem ladder. Very clean, well maintained and comfortable. I will finance part with good credit and security. I have \$95,000 in the boat. Quick sale at \$39,000. Call Richard at (415) 348-8527.

34-FT CAL 3-34, 1977. Cruise ready Mexico veteran, completely refurbished '92, Bristol inside and out, loaded with top quality gear. Conveniently located in San Diego. Add food and go! Call for details and faxed inventory. \$40,000. (619) 722-3509 days; (619) 741-3524 eves.

CORONADO 35, 1973. Center cockpit, diesel engine, dodger, hot/cold pressure water, refrigeration, sleeps 6, excellent liveaboard, many extras, 9.9 hp Honda with 10' Zodiac, sailboat with rack. \$32,500. (415) 365-6513. Leave message.

35-FT NIAGRA MK1. Fast cruiser. Large cabins fore & aft. New main, ProFurl & V-drive. Full galley, large head/shower. Dodger, Autohelm, Westerbeke 50. 150, 110, 80 & gennaker w/sock. Reefer & instant hot water & more. A steal \$67,500, offers considered. (510) 828-4880.

CATALINA 34, 1988. Priced to sell \$47,500. Roller furling, interior/exterior like new, VHF, knotmeter, depth, dodger with sailcovers, refrigeration, battery charger, h/c pressure, diesel, stereo, self-tailing winches. Berth at Berkeley Marina. Day (209) 941-1425; eve (209) 524-9353.

ERICSON 35. Commissioned 1989, many upgrades: tankage, furling jib, winches, refrig, interior. Well maintained, 200 diesel engine hours. Excellent condition. \$65,000 (1/2 new cost). Call owner (503) 548-7247. To see call (510) 535-2134.

CAL 35, 1980. Well equipped in excellent condition, six sails, Barient & Barlow winches, 32 hp diesel, VHF, Loran, RDF, Stereo, knot, log & depth, forced air cabin heater, hot & cold pressurized water, beautiful teak interior. \$49,900. (510) 582-2110.

33-FT TARTAN TEN racing sloop, Awlgrip white hull, mast and boom. Green dodger and weather cloths, new interior, new racing main, extensive inventory, possible city Marina slip. Asking \$19,000. (415) 388-4547 weekends.

C&C 34, 1982. Quality built in Canada and meticulously maintained. Roller furling jibs, spinnaker, Yanmar diesel, Autohelm, Loran, VHF, depthfinder, dodger, electronics, fresh bottom. Comfortable, classy looking cruiser. \$39,500. Request photo and equipment list. (707) 648-1706 anytime.

32-FT 6" PEARSON VANGUARD. Dodger, Atomic 4 with complete backup parts, autopilot, hot water, two batteries, Constavolt, genoa, club foot jib, spinnaker, 2 mains, 4 anchors, stove, lifelines, water pressure, sheet & spinnaker winches, instruments, wheel steering. \$16,500 owner. (510) 531-0399.

TARTAN 34, 1974. First \$25,000 steels *HIGH QUALITY USA*. No bubbles, fast centerboard yawl, huge, teak, sharp interior, mast steps on keel, 5,000 lbs molded lead, 54 good sails, 3 anchors, diesel, Simpson/Lawrence Anchorlass. Barients. Health reasons. (408) 726-2829

35-FT ISLAND PACKET, 1990. Purchased 1991, one owner, excellent condition, equipped for bluewater cruising. Wind generator, Autohelm autopilot, cold-plate refrigerator, 406mhz EPIRB, GPS, stereo, Avon dinghy, outboard, custom canvas, full-batten main, storm sails. Much more. \$128,000. Florida. (305) 525-5752.

ISLANDER 34, 1972. Surveyed 12/94. New bottom paint, new interior. \$18,000. (707) 326-1880.

HUNTER 34, 1986. Cruise or liveaboard in luxury on this huge modern 34, excellent condition, Yanmar diesel, MaxProp, Pineapple sails, roller furling, self-tailing winches, wheel steering, 6'2" headroom, 2 staterooms, h/c water pressure, enclosed head w/ shower, refrigeration, stove w/oven, VHF, KM, depth, stereo, teak interior, fast sailer. Tiburon location. \$39,900. Call (707) 762-9265.

J-35, 1984. Set up for offshore racing or cruising. SSB, VHF, weather fax, watermaker, GPS, 2 autopilots, good sail inventory. \$48,000 obo. (805) 492-9914.

BABA 35, 1980. Perry designed full keel blue water cruiser, cutter rigged, cored fiberglass hull, Perkins 4 cyl. diesel, DS, KM, WM, RDF, Sat Nav and Alpha 4400 autopilot. This one-owner yacht is finely appointed and equipped for world cruising. Adler Barbour refrigeration, kerosene stove and pressure water. Seven bags of sails, 2 mains, 2 jibs, genoa, storm jib, trisail, upgraded Barient winches and many extras. Cruise in quality for \$89,500. (408) 425-6559.

34-FT ATKINS KETCH, 1961. At 47-ft LOA *Auwana* is constructed of Alaskan yellow cedar laid on apitong frames. Completely restored (1991-1994) from fasteners to sails and from electrical system to rebuilt Yanmar with new transmission. *Auwana* was built and restored with passion, has wonderful balance under sail, is in rhythm with the ocean, and is many times a trans-Pacific veteran. Must see to appreciate. Owners motivated, price reduced to \$52,500. Call Ted (510) 523-6186.

BRISTOL 35.5, 1979. High quality. Fast cruiser at S. Beach. Westerbeke 24 hp diesel. Autopilot, dinghy, roller furling, VHF, refrig, stove. Hot water, combi depth, wind & boat speed. Drifter & pole. Epoxy bottom. \$47,000. (415) 994-4543.

FREEDOM 33, CAT KETCH. Shows like new. Fast short handed blue water cruiser. New main, dodger & epoxy bottom, '94. Many extras. \$69,000. (916) 652-9407 or (510) 521-1207.

CONTESSA 32, 1976. *Running Free*. Cruise ready. New sails in '93. Roller furling, head sail, Monitor windvane, Tillermaster AP, radar, SatNav, 22# Bruce & 200 ft. chain. Hauled & painted '94. \$30,000 obo. Boat in La Paz, Baja. (415) 359-5974.

CORONADO 35, 1971. Center cockpit, very roomy. Ideal cruising/liveaboard. Sleeps 6. Pressurized water, rebuilt Atomic 4, autopilot, dinghy and davits, 5 hp o/b. \$18,000. Frederik (415) 285-9831.

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ERICSON 32, 1976. Excellent condition, fully equipped! New Yanmar diesel, roller furling, dodger, wheel steering, all lines aft. Loran, autopilot, VHF, DS, KM, stereo, battery charger, Zodiac. Sausalito berth. Great family boat. \$24,000. (415) 457-3049.

TARTAN 10, 1979. Cruise and/or race. 33-ft racing sloop. Recently replaced knotmeter and depthfinder. Also has Loran, VHF and windspeed. Well equipped and in good condition. \$11,000. Will consider partner. (415) 892-8753.

CAL 2-35, 1980. See to appreciate this high quality, strong, lovingly maintained, fast cruiser. Spacious elegant interior, outstanding liveaboard. Rebuilt diesel, 200 hours. Harken "C" furling, new jib, full batten main & cruising spinnaker. VHF 24-mile radar, CG stove, autopilot, Loran. Brightwork immaculate. \$39,900 firm. Call Ed at (510) 736-2817, W: (408) 955-1259.

32-FT HERRESHOFF YAWL. Built 1904. In the water S.F. Bay. All sails and rigging. needs some work. \$2,750. (707) 829-0588.

RANGER 32, 1974. 3/4 ton Mull design racer/cruiser. Clean, strong and sexy. Excellent sail inventory including two spinnakers, 10 Barent winches, Atomic 4, enclosed head, stove, sleeps eight. Sacrifice at \$18,000 obo. Owner will consider financing. (415) 433-5444.

WESTSAIL 32. Yacht *Meander*. Gorgeous interior. Bristol shape. 10 years of world cruising. By owner and by appt. only. David (415) 332-5316.

32-FT SCHOONER. Diesel. A classic boat. Must sell. A steal at \$10,000. (415) 668-3358.

CAPE CARIB 33 cutter/sloop. Ted Brewer designed bluewater cruiser w/Volvo dsl and fiberglass hull. Well-behaved w/abundant storage and spacious interior. Graceful sheerline. Call for equip list. \$27,900. (415) 593-2373.

COLUMBIA 5.5. RACING SHELL. Good condition, needs T.L.C. Main, jib and spinnaker like new. Fresh bottom job. \$2,500 obo. Call (916) 776-1836.

CHEOY LEE 'LION' 35-FT SLOOP. 1964 fiberglass hull, teak over fiberglass deck, teak cabin and trim. '91 Diesel (200 hrs.), Max-Prop, wind vane, 12 sails, furling jib, self-tailing primaries, VHF, depth, log, Loran, autopilot, charger, pressure water, cabin heater, refrigeration, new head, etc. Many custom features. Black LPU hull, new canvas. Gorgeous boat, always admired but requires dedicated, knowledgeable owner to maintain. No houseboat hunters, please. Great cruiser for couple or singlehander. Buying Tahoe house, must sell. Asking \$36,500 (cash, no financing). (415) 332-9231.

CHEOY LEE CLIPPER 33-FT CUTTER, 1975. Documented, Surveyed, recent Perkins diesel, traditional full keel design. Potential world cruiser or small home afloat! In dry storage at Nelson's in Alameda. First \$25,000. Pete H (619) 424-3660; W (619) 437-5124.

MORGAN 330.I., 1973. Perkins diesel, heavy sloop rig, four jibs and main, propane cook stove, tiller, ground tackle, Loran, VHF, spare parts. Emeryville, CA. \$25,000 obo. (702) 847-7777.

NANTUCKET 33-FT, 1968. Strong, lightweight, fast, displacement 9,000 lbs. /4,100 lbs. Aluminum Hull, built in Holland at Huisman's yard. Alen Gurney design. The perfect couples blue water cruiser/racer. All mahogany below decks. Configured for passage making. Volvo MD6A, extra water tanks, Avon, spin gear. Excellent condition. \$33,000 obo. Jim Van Beveren, H (510) 827-8915.

ISLANDER 32, 1964. Comfortable, ready to sail. New Loran, Autohelm tiller/pilot, CNG stove/oven, depth/knot meters, new heavier rigging, cockpit dodger, lifeline canvas, strong fiberglass hull. \$14,000 or \$23,000 with prime 35' Santa Barbara slip. Reasonable offer considered. (805) 735-4456.

FANTASIA 35, 1976. Beautiful teak interior, 7' headroom, 3 cabins, workshop, Loran, EPIRB, dodger, bimini, hot shower, ground tackle, 40 hp diesel, 5 sails, dinghy, 220 gal. water, LPG oven/stove, windvane. Excellent liveaboard! Sacrifice \$45,000. (408) 996-2045.

35-FT "HORIZON" STEEL CUTTER. Sail exotic Southeast Asia without crossing oceans. Lying Singapore. Good condition. Full cruising gear and electronics. Ready for immediate local cruising or crossing Indian Ocean. Inventory and photos on request. Sacrifice! \$35,000 obo. Vern (503) 363-9532.

36 TO 39 FEET

36-FT LANCER SLOOP, 1979. Lots of goodies including dodger, bimini, full CP enclosure, AP, Loran, full Instr., h/c pressure water, ample gmd tld & 8' Zodiac w/ 2 hp Yanmar. Spacious & fast. Exl. cond. \$34,500. (619) 970-4163.

39-FT WILLIAM ATKINS KETCH, 1953. Cedar, oak, teak, diesel, 5' draft Restoration completed in 1994 and is in exceptional condition. A classic beauty with excellent survey. A real pleasure to sail. \$49,000. Call (305) 946-1428.

EXPRESS 37. Not raced since 1988. Excellent condition. Will consider trades for anything of value, creative financing, partnership, etc. Asking \$79,500. Let's talk. (415) 752-7154.

CATALINA 36, 1985. *Pegasus*. Bristol condition, dodger, pedestal mounted wind, speed, depth. VHF, stereo, Loran, microwave, color TV, CNG, h/c pressure water, two staterooms, great galley, storage, shower. Custom interior, cockpit cushions. \$60,000 or trade possible for larger yacht. (916) 988-7113.

WESTSAIL 11.8M. Modern, fast 39' Bob Perry designed sloop. Spacious liveaboard, separate shower, sleeps 6. SSB, VHF, new dodger, Avon/Evinrude, refrig. 12v & engine driven, propane stove w/oven, Volvo diesel, self-tailing winches, well-maintained. Call for spec sheet or appt. \$115,000. (415) 332-5970.

37-FT TAYANA KETCH, 1978. Perkins 4-108 excellent condition. Located Puntarenas, Costa Rica with Costa Rican registration. Fully equipped for ocean cruising. Asking \$68,000. For full list of equip call Jim Hoffmann (506) 661-0652 or fax (506) 661-1839 or write to Apartado 9, Puntarenas, Costa Rica.

NONSUCH 36, 1989. Push button, sail goes up. Easily single-handed, 50 hp diesel, 49 gal fuel, 112 gal water, microwave, TV, stereo, autopilot, Loran, VHF, two mainsails, dodger, air cond., propane heater, cockpit cushions, etc. document. \$135,000. (916) 268-2404.

TAYANA 37, 1979. Custom liveaboard cruiser. Cutter rig with additional 135 genoa. New mast, standing and running rigging. 30 Yanmar, teak decks, refrigeration, AC, bimini, dodger plus other canvas over topside teak. A must see. Located San Diego. \$74,000. (619) 272-2673.

HUNTER LEGEND 37.5, 1992. A great performance cruiser. Beautifully maintained. WP/WS, depth, knot/log. New bottom. Refrig, CNG stove, roller furling, gennaker, dodger. A must see boat! Identical to a new one at 25% less. \$99,000. SD area (619) 565-4315.

PEARSON 39 SLOOP, 1971. Beautiful (truly) constant upgrades. In fresh water until move to Kauai 1991. Furling, 150%, 130%, 100%. Propane, Atomic 4, wind, speed, depth, GPS. She'll cross the Pacific easily again. Nicest around. Asking \$49,000. (808) 245-1800. Kauai, HI.

39-FT YORKTOWN, 1976. Center cockpit sloop. 90% complete, diesel, Loran, knotmeter, depthsounder, autopilot, dodger, bimini. California, Panama, Florida, Texas vet. Family grew, boat shrunk. Located Galveston Bay, Texas. \$35,900. Info packet (713) 538-2289.

MAGELLAN 36 (CHUNG-HWA). Spacious cruising FG sloop, with 44 hp Yanmar diesel. 12' beam, 6'2" headroom. Teak interior, deck, railings. A+ hull, engine, cabin and molded keel. Needs new sails and electronics. Berkeley berth. Sacrifice at \$25,000. Please call (510) 254-8700.

IRWIN 38, CITATION SLOOP, 1989. Bristol, fast cruiser presently in Caribbean, fresh water prior (Columbia). Set up to cruise w/ Autohelm, gels, CD AM/FM, Signet Smart Pak, folding prop, furling, Yanmar FWC, new canvas, cabin heat, refrigeration. Walk through transom w/shower. Rod rigging, Sobstad sails & all the race goodies. 6'5" head room & queen aft berth. This boat is dialed in and ready. I'm heading back to Fort Lauderdale Nov. & back to work. \$90,000. (509) 466-9227 msg.

37-FT O'DAY, 1980. American made family cruiser. Center cockpit, 2 heads, h/c showers, under 500 hrs on Westerbeke diesel. Well equipped with new Autohelm pilot. VHF, Loran, SatNav, DS, speed & log. Elec windlass, excellent condition. First \$35,000 cash takes it! (916) 371-6455.

LANCER 36, 1981. Immaculate Bill Lee designed sloop. 2 quarter berths, h/c pressure water. Stall shower, large salon, dodger, full canvas. Loran, Autohelm, butane stove, refrigerator, inverter, roller furling, cockpit table & cushions. 8' Avon with motor. \$33,000 obo. (209) 462-5186.

CATALINA 36, 1986. *Las Brisas*. Excellent condition with epoxy bottom, only 430 engine hours, new dodger and canvas. Harken roller furling with 110 and 150 sails, pedestal mounted wind, depth, speed, plus many extras. Marina del Rey. \$52,900 Contact (310) 301-3325.

37-FT FISHER motorsailer ketch, aft cabin, radar, Loran, wind s/d, depth, speed, log, 2 VHF, CB, loud hailer, Avon, 80 hp Ford Saber diesel, 120 gal fuel, 120 H2O, Avon, Monterey slip avail. Must sell. (408) 624-7210.

ENDEAVOR 37 SLOOP, 1977. Pacific vet. Documented Honolulu, now laying Oakland. Autopilot, vane, GPS, roller furl. Perkins 4-108 diesel, heat, pressure, new dinghy, more. Clean, Bristol. Ready to head south. Owner injured. Asking \$52,500. (510) 272-9986.

38-FT FARALLON CLIPPER. Classic 1955 Stephens. Mahogany/oak/bronze. New standing rigging, alternator, holding tank. Rewired engine and 12v panel. Call for details. \$21,000. (415) 728-9506 eves.

CATALINA 38, 1980. Fast, Sparkman & Stephens design, good condition, clean, strong, double spreader mast stepped to the keel. Diesel, new shaft, new interior cushions, large berths, sleeps 7, stereo, depth, knotmeter, Autohelm, shore power, 3 speed winches. \$41,500. (510) 245-9506.

ISLANDER 36, 1973. Diesel, pedestal steering wheel, compass, stove/oven, etc. Sleeps 6, July 94 survey, much work done in 1994. Won Islander Regatta Championship, 4 match races. \$27,000 obo. (415) 454-2294.

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38-FT CAT BOAT, 1983. Ketch rig. In Puerto Vallarta. Complete for wonderful shorthanded long distance cruising. Very good condition. Two double berth cabins, two heads, comfortable main cabin. Strong Airex foam core hull, carbon fiber masts. One loving owner. \$64,900. (602) 951-3205.

CAVALIER 39, 1980. Own the *Jolly Mon*. Excellent bluewater cruiser or liveaboard, Mexico veteran, beautiful Kauri wood interior, radar, roller reefing, amp hour + 2 meter/ smart regulator, 440 amp Trojan batteries, Heart Freedom inverter. A steal at \$89,000. Call (510) 748-0595.

FAST PASSAGE 39 ATLANTIAN. Just returned from successful three and a half year round the world voyage, fully equipped and ready to sail anywhere, or live aboard in comfort. Canadian built, William Garden designed cutter rig, double-ender, outfitted with solar panels, refrigeration, diesel heater, new propane stove, solar vents, Aries wind vane, Avon 6 man liferaft, Perkins 4-108 diesel, tender w/ 8 hp outboard, CD stereo, SSB/ham and VHF (backstay antenna), full compliment of sails (New Zealand made Lidgard main and yankee), heavy Sta-Lok rigged, and much more. \$105,000. Call (206) 525-9828 for detailed fact sheet and appointment for viewing.

MARINER 36 CRUISING KETCH/CUTTER, 1979. Fully equipped with AP, radar, GPS, Loran, inverter, dinghy, much more. Ready to go for extended cruising. Surveyed May 95. Teak interior in excellent shape. Dodger, sail covers and more. \$66,800. (510) 337-9592.

HUNTER 37, 1982. Good, dry ocean and Bay boat. Yanmar dsl. Sleeps 7. Parkinson's disease forces sale. A lot of boat for the price. Call for complete list. \$42,500. (415) 961-2222.

PARALLON CLIPPER 38, 1949. Wood sloop. Roller furling, teak decks, Perkins dsl, holding tank, VHF, etc. Beautiful boat in well maintained condition. \$32,500. Consider trade plus cash for 30'-32' boat. Jim (415) 389-9304.

SANTANA 37. Great sailing and living. Fast (126 PHRF). Roomy interior with almost 12' beam and plenty of head and bunk room. Price reduced, \$34,500. S.F. Yacht Harbor slip also possible. Stu (415) 455-8747.

38-FT F/G SLOOP. Cruising keel, wheel, dsl, 6'2" hdrm, h/c, refrig, propane, spacious deck, sail dinghy, 5 hp o/b, large v-berth. Call for list \$32,000 b/o. (510) 680-4317.

SPARKMAN & STEPHENS WEEKENDER. Built Stephens yard, recently renovated. Perkins dsl, knockabout rig. Excellent liveaboard/ cruiser. Also Olson 36 sloop. 1995 Master Mariner winner. Both in Sausalito. Both \$22,500 obo. Jim (415) 388-6057.

VAN DE STADT 37. Steel hull, deck, cabin, 12 ports, 2 hatches, chain plates, engine beds, stern tube, stanchion bases, tanks welded in hull. 8,000 lbs lead ballast in keel. Rudder installed. Finish the project. \$13,000. Larry (415) 648-3188.

TAYANA 37. Fully equipped, state-of-the-art and ready to go. This world cruiser just returned from a two year South Pacific cruise and she deserves to go again! Everything you could dream of and she's beautiful. \$112,000. (310) 493-3110.

ERICSON 39, 1972. Strong, stiff and fast. Excellent low budget liveaboard or blue water cruiser. 19,000 lb. displacement, 9,500 lb. ballast. Perkins 4-107 diesel, roller furling, large comfortable interior. Don't sacrifice strength for speed. Consider smaller boat in trade. \$39,995. (510) 232-7999.

40 TO 50 FEET

44-FT HARDIN, 1978. Center cockpit, full keel, documented, liveaboard/cruise-ready ketch. 6'4" headroom, extensive storage, aft cabin, queen bed, adjacent head with tub/shower. Recently installed Pur watermaker, Alden weatherfax, Furuno 24M radar, Trimble GPS, Robertson autopilot, ICOM SSB and tuner, standard Loudhailer/foghorn, Pioneer stereo, CD tape deck, speakers above and below decks, 406 MHz EPIRB, ProFurl, cruising spinnaker, Brooks and Gatehouse instruments. Heart 2800W inverter, 4-8D gel batteries, Simpson-Lawrence electric windlass, bow and helm controls, 400' chain, 200' rope 60#, 40# CQRs, Danforth. Ample power system, Newmar panel. LPG, BBQ, and galley stove. Twin Raycore filters. Fire-water-fume alarms. Wood stove in salon, dodger, 8-man Avon raft, 3 Mexican cruises. Berthed in Alameda. \$125,000 obo. (408) 395-3054.

HANS CHRISTIAN 41-FT TC, 1986. USCG documented. Teak decks & interior. Equipped for cruising. Navigation & communications equipment included. Sail the world at your leisure. \$169,000. For info: Liz De Stael, P.O. Box 1534, Kailua-Kona, HI 96745. (808) 329-3729; fax (808) 328-1060 or Richard of Bower & Kling, (619) 299-7797.

AEOLUS, LOD 40-FT, GAFF-RIGGED plank-on-edge English cutter, 1904. Rebuilt from keel timber up, 1990, by respected shipwright, utilizing quality air-dried wood, stainless steel fastenings. Copper plated bottom, tanbark sails, traditional rigging. Reasonable offer. (510) 841-5584. K-136 Berkeley Marina.

42-FT MORGAN MARK II SLOOP. Strongly built for any ocean crossing. Fast and comfortable. Major refit and ready for world cruising or liveaboard. \$46,000. (415) 285-6647.

MARINER 40-FT KETCH, 1969. Philippine mahogany over iroko frame. Rebuilt Perkins 4107, 20 hrs. New sails, rigging, etc. Beautiful classic. \$45,000 obo. (805) 962-2316. Motivated seller.

43-FT IOR CUSTOM SLOOP. Gary Mull design. Blue water performance, liveaboard amenities. Two private cabins, two heads, complete galley. New cushions. Fourteen sails. Sexy, strong, comfortable and fast. \$73,000. (206) 820-0426.

41-FT RHODESBOUNTY II. Cruising vet. Custom wood interior, 8 sails, autopilot, VHF, SSB, radar, Loran, wind generator, refrig, 3.5 KW AC generator, 40 hp Mercedes diesel, dodger, cockpit enclosure. Located in SC. \$68,000. (803) 838-1122.

44-FT ISLANDER. Roller furling, roller main 1974, splashed 1985, fiberglass full keel hull, Volvo diesel, radar, depth, Windedge, speedo, VHF, wheel steering, all winches and rigging like new. Propane heat, stove. Fridge, elec. and propane. Much more! \$60,000 obo. (415) 728-3230.

44-FT SPENCER 1330, 1975. Center cockpit sloop. 80 hp Nissan w/ MaxProp, diesel and propane stoves. Wagner autopilot, Barlow 32s and 24s, 5 sails, Raytheon radar. Beaufor 8-man life raft. Hyd backstay. \$129,500. (206) 781-2165.

SWIFT 40. Sparkman-Stephens design, 1980 center cockpit ketch. Perkins diesel, roller furling jib, autopilot, radar, power windlass, 1995 Trimble GPS, new ICOM SSB, new watermaker, new washer/dryer, microwave, refrigerator, stove-oven. 2200W inverter, new stainless davits with 10' tender & outboard. Unique sliding dodger, custom canvas sun shades. Much, much more. Ready for cruising. \$140,000. (415) 488-9515.

CT 49 CUTTER, 1986. Modified fin keel with rudder skeg. Ideal cruiser, 18-month Mexico cruise, 2 people. Aft cockpit with additional center companionway. Extensive quality equipment, some only 2 yrs. old. Robert AP, 24M radar, wind gen., GPS, SatNav, SSB, 2 VHF's, pwr monitor, 130A alt, inverter, 4 bat. banks, life raft, wind vane, refrigeration, 150G water, 150G fuel tank, tender, 2 Baros, 2 clocks, VDO instruments, fore/aft deck lockers, 11 ST winches, anodized spars, 4 sails plus spinnaker, 3 anchors, 300' Hi Tensile, other chain/rode, stern anchor roller/mount, Perkins, SS prop and shaft, cockpit h/c shower, bimini, side/back panels, deck wash, awning, all manuals. ~~\$238,000~~, reduced to \$219,000. (415) 712-9218. See photo ad elsewhere!

47-FT CHEOY LEE OFFSHORE, 1974. Ketch, tri cabin. Lots of teak. Overall good condition. \$65,000. (209) 847-2235.

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PETERSON 44 CENTER COCKPIT. Cutter rig, 60 hp Perkins diesel. GPS, radar, autopilot, roller furling, power windlass, etc. Ready to go. Custom salon layout and beautiful teak interior. Proven cruising performer. \$99,000. (415) 663-1550.

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F-27, 1990 with trailer, incredibly cruise equipped. Will demo for serious buyers on Tomales Bay. \$65,000. Plus '90 Chevy van at Blue Book value. For complete inventory. Drive sail/away to adventure! (707) 884-9553.

42-FT TRIMARAN. Custom modified Piver. 26' beam, ketch rig, enclosed wheel house, carpeted deck, opening portlights, stained glass windows, sleeps 8 in 4 berths, aft cabin, refriger-freezer, 4 solar panels, elect. head, 16 n. mile radar, new 60 hp Isuzu dsl. Much more equip. for cruising, liveaboard, charter/dive boat. Located in the Sea of Cortez - beautiful cruising area, San Carlos, Sonora, Mex. \$48,000. 1-502-886-6832.

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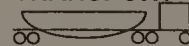


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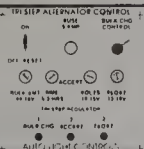
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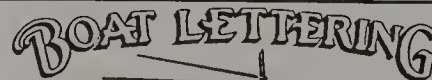
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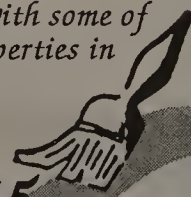
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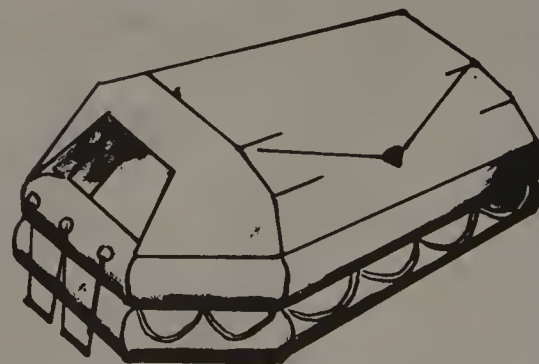
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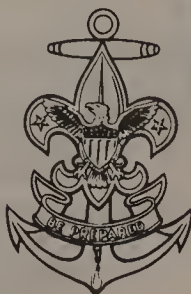
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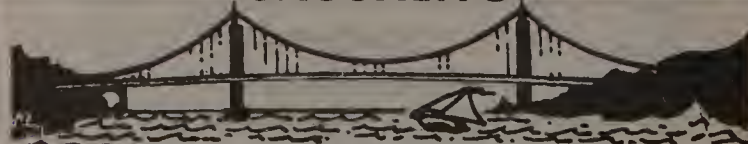
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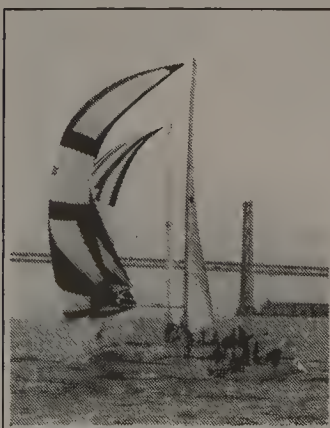
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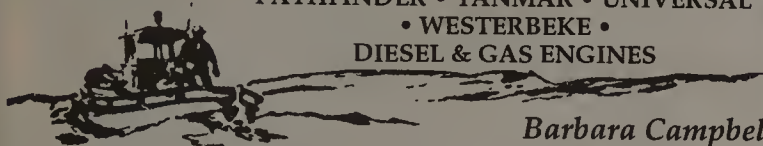
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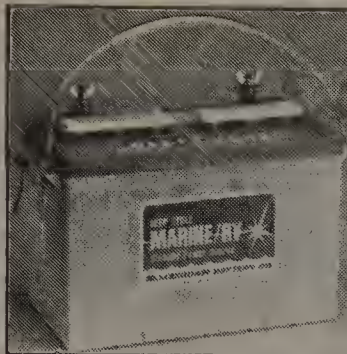


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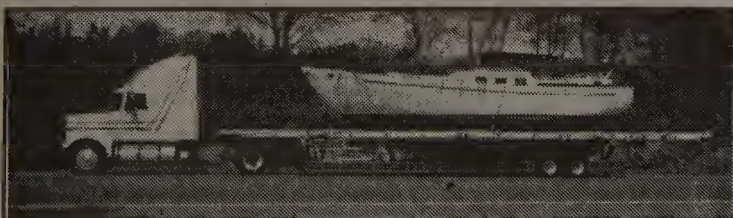
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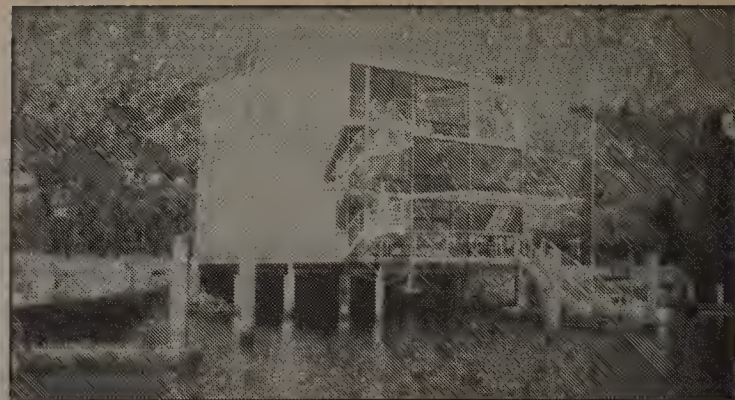
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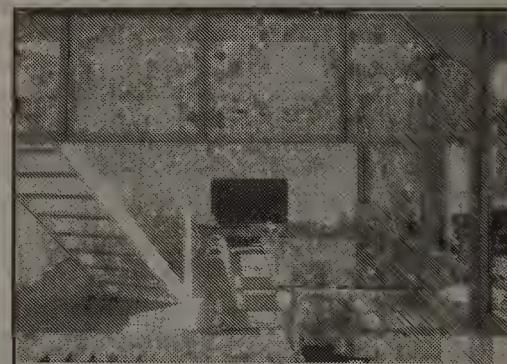
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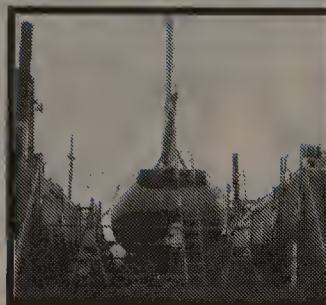


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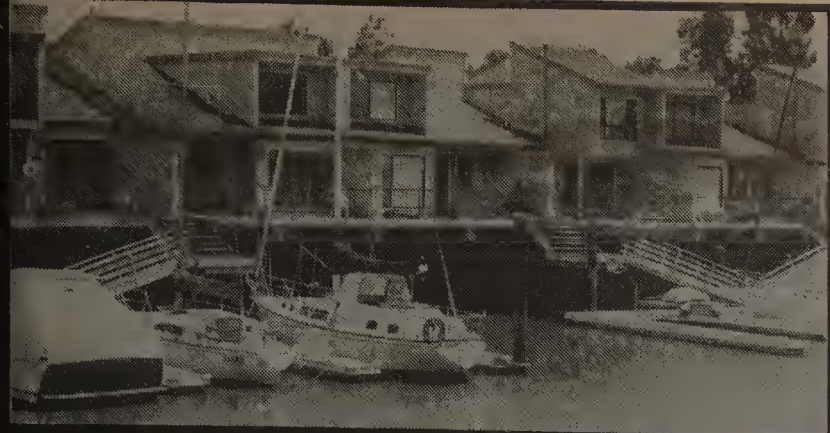
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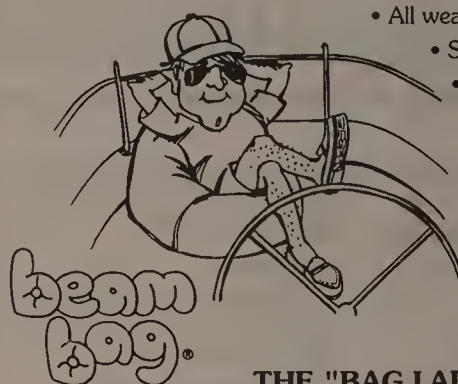
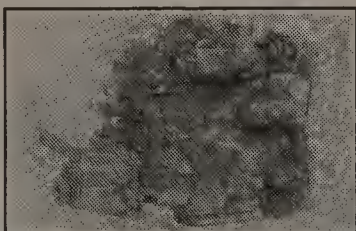
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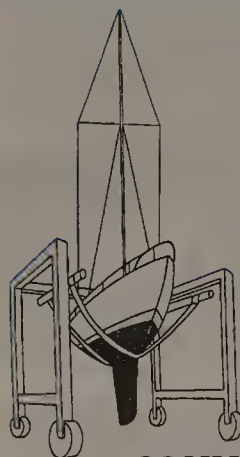
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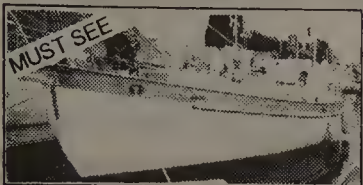
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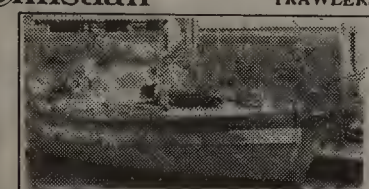


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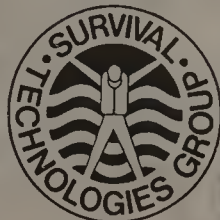
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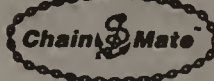


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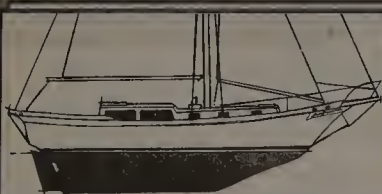
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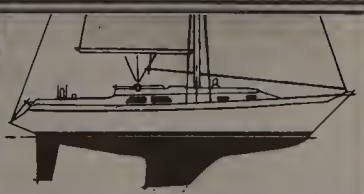
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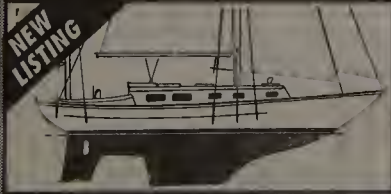
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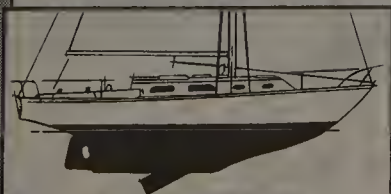
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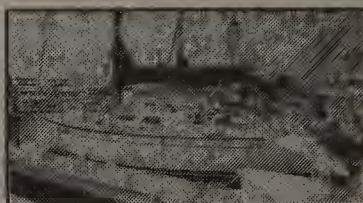
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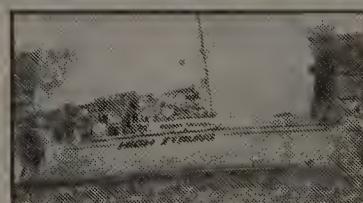
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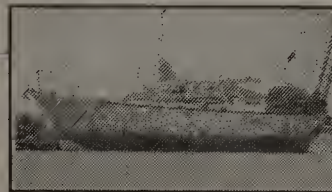
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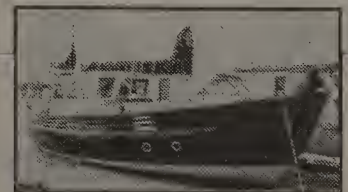
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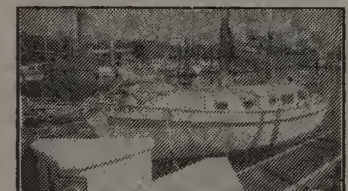
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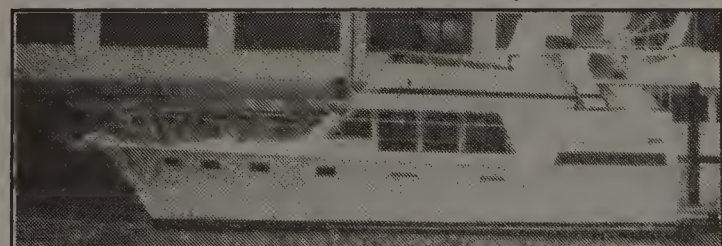
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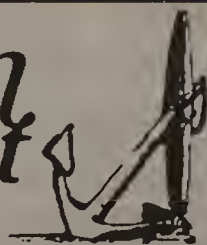
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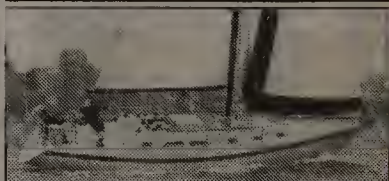
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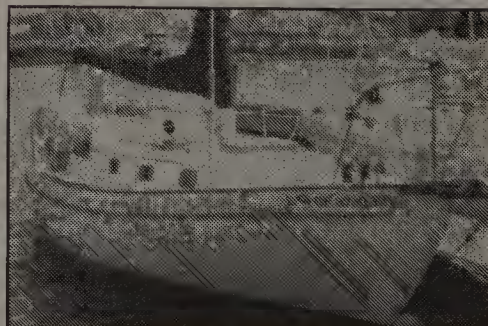
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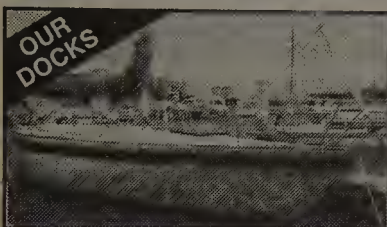
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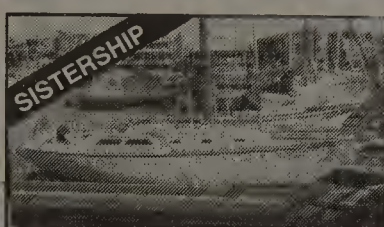
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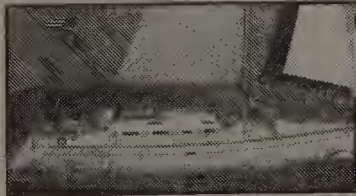


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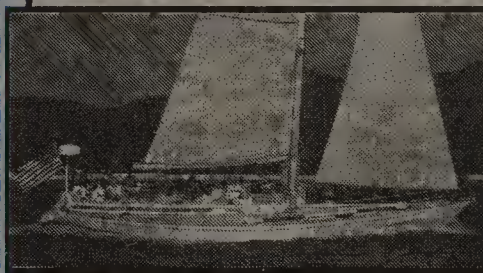


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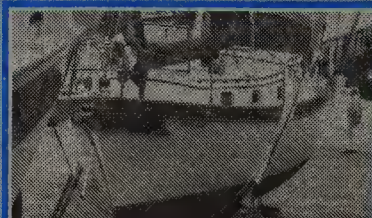
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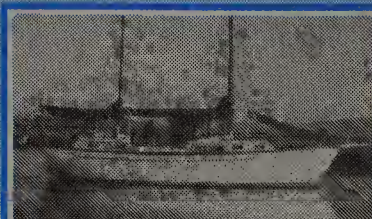
35' NIAGARA, '81. Very high quality sloop, Westerbeke dsl, roller furling, autopilot, dodger. **\$67,000.**



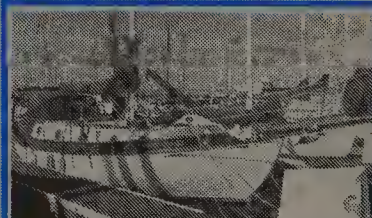
33' GURNEY/HUISMAN, '68. Aluminum hull. Strong, lightweight, fast. Gurney design. Perfect couples bluewater cruiser/racer. **Inquire.**



CATALINA 38, '80. Not your ordinary Catalina, not your usual Catalina 38. Kept pristine and only **\$50k**, sistership



40' CHEOY LEE MIDSHIPMAN. Roomy center cockpit ketch. Beautiful teak decks and spars. Perkins dsl. **Asking \$75,000.**



32' WESTSAIL, '76. Solid cutter. Low use engine. Autopilot, extensive ground tackle. Rigging. Mechanically and structurally superior. **\$40,000.**



43' HANS CHRISTIAN, '80. Beautiful example of a full keel. Classic, beautiful woodwork. Perfect for liveaboard. Well maintained!! **\$130,000.**

SELECTED CRUISING YACHTS

SAIL

LODBUILDER	YR	PRICE
65' MacGREGOR	'86	\$139,500
54' ROBERTS STEEL	'83	\$249,000
54' VENNEKENS	'79	\$170,000
50' FORCE 50	'78	\$117,000
47' GARDEN KETCH	'72	\$67,500
45' COLUMBIA	'73	\$62,000
45' HANS CHRISTIAN	'76	\$150,000
41' MORGAN	2 from	\$61,500
40' OLSON	'83	\$85,000
39' CAL	'71	\$46,000
38' CABO RICO	'79	\$89,000
38' EASTERLY	'78	\$39,000
37' HUNTER	'79	\$50,000
37' HUNTER LEGEND	'88	\$84,500
37' RANGER	'73	\$39,500
36' ISLANDER	'73	\$44,500

LODBUILDER

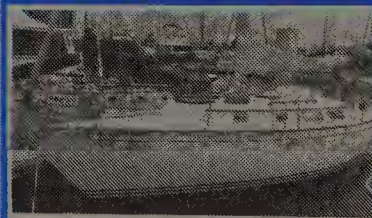
YR	PRICE
'73	\$29,500
'79	\$48,000
'81	\$49,500
'72	\$24,500
'120,000	
'68	\$35,000
'76	\$40,000
'70	Inquire
'80	\$40,000
'85	\$41,000
'84	\$41,500
'88	\$34,000
'77	\$21,500
'89	\$31,000
2 from	\$17,000

POWER

LODBUILDER	YR	PRICE
53' HATTERAS	'79	\$345,000
49' ALBIN TRAWLER	'80	\$145,000
48' CHRIS CRAFT	'85	\$210,000
46' CHRIS CRAFT	'64	\$69,000
44' LUHRS	'70	\$72,500
42' CHRIS CRAFT	'69	\$62,000
42' HATTERAS LR		\$189,000
42' SEA RAY 420	'90	\$199,000
41' PRESIDENT FDMY	'81	\$109,500
40' HERSHINE	'83	\$95,000
40' BEST WAYS FDMY	'84	\$124,000
38' BAYLINER	'83	\$89,000
34' CALIFORNIAN	'82	\$55,000
34' LUHRS SF	'90	\$78,000
32' UNIFLITE	'79	\$49,500
28' UNIFLITE	'72	\$21,000



32' BENETEAU 305. A fast, comfortable cruiser/racer in Bristol condition. Freshwater boat until 1994. Dutchman mainsail flaking, roller furling and spinnaker. **\$41,000.**



BRISTOL 35.5. Ted Hood racer/cruiser. Roller furling, refrig., AP, Westerbeke dsl., Combi depth/knot/wind instrument. **Asking \$45,000.** 2 Available



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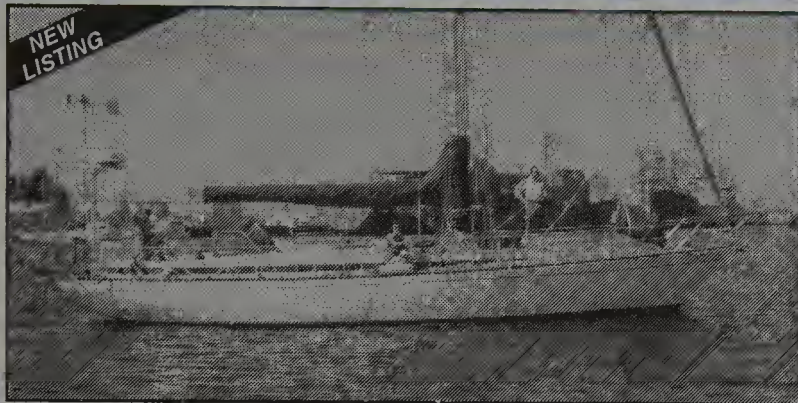
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PERFORMANCE BOAT OF THE MONTH

CRUISING BOAT OF THE MONTH



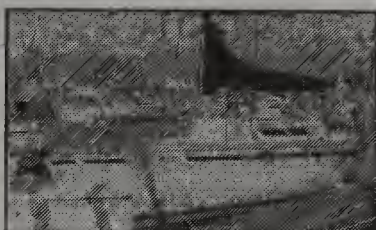
CT 49. New listing. Truly exceptional and full equipped. Ready to cruise!



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BENETEAU FIRST 305. Roller furling, Dutchman system. \$42,900.



PEARSON 365. Well known builder of excellent, comfortable cruising boats.



CATALINA 25. Both are beautifully maintained w/new interior! 2 from \$7,400.



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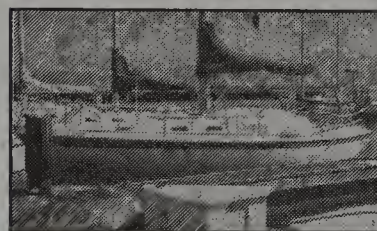
FREE SLIP: First month free for new listings October '95.

EXPERIENCE: Strong sales and marketing. Positive, motivated professionals.

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CAL 30. Great sailer. Lots of gear, new engine, great value.

SELECTED SAIL LISTINGS

46' Schooner, '80 \$67,500
43' Gulfstar, '76 \$79,950
42' Golden Wave, '82 .. \$119,000
39' Fairwthr Mariner . New Listing
37' Flying Dutchman, '78 \$48,900
36' Islander, '75 \$39,500
36' Pearson, '77 \$52,900
34' Catalina, '88 \$52,900
33' Custom, '82 \$49,950

32' Dreadnought, '80 \$79,000
32' Beneteau 305, '85 ... \$42,900
32' Beneteau 32 R/C, '84 \$39,900
32' O'Day New Listing
30' Cal 3-30, '74 New Listing
30' Ericson 30+, '85 \$29,500
30' Ericson, '68 \$14,500

30' O'Day, '78 \$19,950
30' Tartan, '78 \$16,900
30' Catalina, '75 \$19,500
29' Herreshoff New Listing
29' Ericson, '73 \$12,950
29' Cal 2-29, '78 \$15,500
28' Hunter 28.5, '85 .. New Listing

28' Islander, '77 \$13,950
28' Pearson, '77 \$15,950
27' Coronado, '73 \$8,700
27' Catalina, '85 \$16,300
27' Coronado, '72 \$7,995
25' Cal 2-25, '78 \$9,950
25' Catalina, '80 ... 2 from \$7,400
25' Hunter, '80 \$8,495

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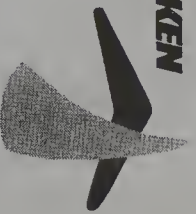
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